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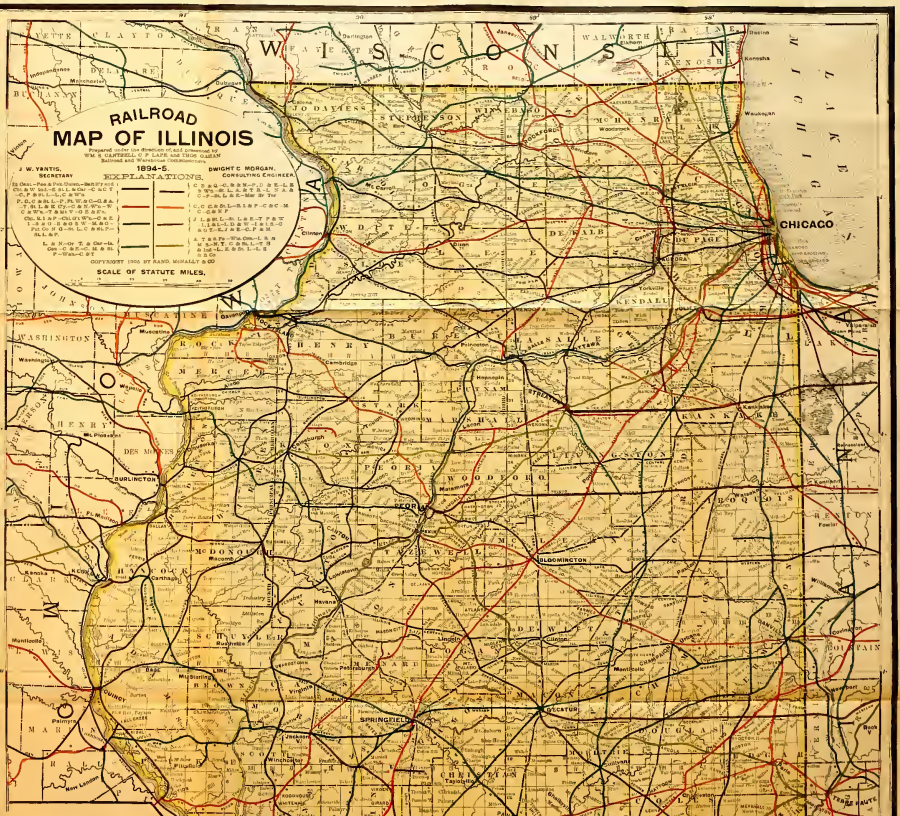

CROSSINGS

EQUIPPED WITH

INTERLOCKING and SIGNALING DEVICES

APPROVED BY THE

Railroad and Warehouse Commission.

Alton.
Ash Street, Chicago.
Auburn Junc., Chicago.
Alvan.
Auburn Park, Chicago.
Barrington.
Beverly Hills.
Blue Island.
Bridgeport, Chicago.
Bloom (2).
Burnham.
Clybourn Junction.
Coal City.
Colona.
Chicago Ridge.
Chicago, 26th Street.
Chicago, 40th Street.
Chicago, 43d Street.
Chicago, 47th Street.
Chicago, 49th Street.
Chicago, 67th Street.
Chicago, 71st Street.
Chicago, 75th Street.
Chicago, 79th Street.
Chicago, 121st Street.
Calumet River Draw (3)
Chicago River Draw.
Calumet Park.
Corwith.
Cragin.
Curran.
Dwight.
Doering.
Des Plaines.
Englewood.
East Kingston.
Fulton Junction.
Fox River.
Fairmount.
Crayland.
Gardner.
Calva.
Glen Carbon.
Grand Crossing.
Granite City.
Hogewisch.
Howthorne.
Hoopeston.
Hammond Junction.
Harvey.
Illinois River Draw.
Joliet.
Johnston.
Jacksonville (2).
Kansas.
Kankakee River Bridge.
Kensington.
Leithton.
Le Moyne.
Litchfield.
McCook.
Mazon Creek Bridge.
Mt. Vernon.
Montrose.
Marshall.
Matteson.
Matteson.
Momence.
Normal.
Nashville.
Ottawa.
Peru.
Pacific Junction.
Princeville.
Paris.
Paducah Junction.
Rockford.
Rondout.
Spaulding.
Summit.
South Englewood.
South Aurora.
Springfield Junction.
Sheldon.
St. Anne.
South Elmhurst.
State Line.
Turner Junction.
Tower Hill.
Thornton Junction.
Taylorville.
Washington H. (2).
Waukegan.
Windsor.
Watseka.
Weldon Junction.

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TWENTY-FOURTH ANNUAL REPORT

OF THE

RAILROAD AND WAREHOUSE COMMISSION

OF ILLINOIS.

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RAILROADS, FOR THE YEAR ENDING JUNE 30, 1894.
GRAIN INSPECTION DEPARTMENT, OCTOBER 31, 1894.
OFFICE EXPENSES, DECEMBER 1, 1894.

COMMISSIONERS.

W. S. CANTRELL, BENTON, *Chairman.*

THOMAS GAHAN, CHICAGO. C. F. LAPE, SPRINGFIELD

J. W. YANTIS, SPRINGFIELD, *Secretary.*

RICHARD P. MORGAN, DWIGHT C. MORGAN, *Consulting Engineers*, DWIGHT.

SPRINGFIELD, ILL.
ED. F. HARTMANN, STATE PRINTER.
1895.

REPORT OF THE COMMISSION.

OFFICE OF RAILROAD AND WAREHOUSE COMMISSION,
SPRINGFIELD, ILL., DEC. 1, 1894.

To the HON. JOHN P. ALTGELD, *Governor of Illinois* :

We herewith submit the Twenty-fourth Annual Report of the Railroad and Warehouse Commission of this state. Our report has again been delayed by the failure of some of the railroads to make their report to us as required by law. By reference to our report of last year it will be observed that we had occasion to call your attention to this same cause as a reason for not having our report in your hands promptly. At that time we requested the Attorney General to bring suit against the delinquent roads, which were the Jacksonville Southeastern Line and the Peoria & Pekin Union Railway, for the penalty provided by statute; we were informed by the Attorney General's office that this matter should have proper attention. On the 15th of May, 1894, we received the following communication from Assistant Attorney General Scofield :

SPRINGFIELD, MAY 14, 1894.

Hon. William Cantrell, Chairman R. R. and W. H. Com., Springfield, Ill.

MY DEAR SIR :—I enclose you a communication of April 9th to me, from John S. Stevens, the general attorney of the Peoria & Pekin Union Railway, concerning the making of a report to your honorable body. I trust that this letter, coupled with action on the part of said company, will make the matter referred to us by your department, concerning this company, satisfactory. Yours truly,

(Signed) T. J. SCOFIELD, Asst. Atty. General.

To which our Secretary was directed to make the following reply :

MAY 16, 1894.

Hon T. J. Scofield, Asst. Atty. General, Springfield :

DEAR SIR :—I beg to acknowledge receipt of yours of the 14th inst. with enclosure of letter from Mr. Stevens relative to the failure of the P. & P. U. R. R. to report to this office as provided by statute.

I return Mr. Stevens letter herewith. Your letter states that you trust the letter of Mr. Stevens, coupled with the action of said company in making the report to this board at once would be satisfactory and avoid the necessity of any procedure to enforce the penalty.

I enclose you herewith a letter received by this Commission from Mr. Stevens under the same date as the one written by him to you.

In reply to this letter of Mr. Stevens to the Commission, I sent him a copy of our last annual report referring him to the action of the Commission in reference to their failure to comply with the statute; that the case had been referred to the Attorney General with instructions to prosecute all companies that had refused or neglected to comply with the statute, and the request of the Board, in not making their reports so as to enable this Commission to discharge their duties as prescribed by law.

The fact is, this company was repeatedly notified and as often made promises that they would immediately send in their report and so far as we know there has been no effort made by the proper officers of said road to get this report out, and the filing of the same now would be of no value as the information desired was for the last annual report of this Commission, that of 1893.

If this offense should be condoned by simply allowing them now at this late date to file a report with the board which could not appear in any public document issued from this office, it would establish a precedent which would give to the Commission an endless amount of annoyance and trouble and would practically render ineffective that statute requiring these reports to be made.

I have the honor to remain, yours very respectfully,

(Signed.) J. W. YANTIS, Secretary.

Since which time we have had no further correspondence with the Attorney General's Office concerning the matter.

We are again confronted with the same condition of affairs as to the Peoria & Pekin Union, and repeated requests have been made of this delinquent company to furnish us with this report for the year ending June 30, 1894, the last one being made Nov. 8th, which was as follows:

DEAR SIR:—The report from your company to this Commission is now more than two months behind time and we must insist upon its reaching our office within the next week as we have already granted much more time than the law allows us. The tardiness of your report is delaying the work of our annual report and we must have your report at once. This is the last request we shall make for the report, and if it is not forthcoming will be obliged to take steps to enforce the penalty provided by the statute. Yours very truly,

(Signed.) J. W. YANTIS, Secretary.

While it is true that the law does not require us to do more than furnish them with blank reports prepared by the Commission, yet in many cases of large systems we have been asked to indulge them a few days after Sept. 1st, in order that they might complete their report, which they claim is delayed by the fact that they do not close their accounts for the fiscal year ending June 30th, until some time in the month of August. In doing this, other roads which have not made their reports and had not asked our indulgence, received the benefit the same as those who had asked it, and after all our leniency the road above referred to still remains delinquent.

Now, having been delayed in the preparation of our report, and having shown all the leniency we could, we are compelled to present our report to you without including the report of this road, and to say in connection therewith, that we have requested the Attorney General to institute proper proceedings for the penalty provided by statute.

DUTIES OF THE COMMISSION.

The duties of the Commission are but very little understood by the public. In general they are :

To make a schedule of maximum rates that will be just and equitable to the shipper and carrier, which involves great labor and requires a familiarity with the cost of transportation and the continual change in the character of commodities to be carried.

The hearing and deciding of complaints for extortion and unjust discrimination, and the enforcement of prosecutions therefor, which also occupies much of the time of the Commission.

To secure the proper and safe physical condition of roadbeds, bridges and trestles, which can only be done by a personal inspection and examination.

The hearing and deciding of all manner of complaints against railroads, that are not included within the specific powers granted the Commission by statute, and the correspondence incident thereto, which is of no small importance.

The hearing and deciding of crossing cases under the act of 1889, and also of cases for the protection of grade crossings under the interlocking act of 1891, in which classes of cases the Commission performs a quasi judicial function. These cases are invariably contested, able counsel being employed for this purpose by the parties to the controversy.

The grain department of the city of Chicago is under our immediate supervision and control, and we are required to make and enforce proper rules for the inspection and registration of all grain, in the several inspection departments of the state. We also have the general supervision of the warehouses of class "A," the warehousing of grain therein and the registration of the warehouse receipts. We also hear and decide all complaints growing out of the business of the entire department, for erroneous inspection, and claims for damages of every conceivable character, also bills for the expenses of this department. To do this work properly the Commission holds a monthly session at the office of the Chief Grain Inspector, where all business pertaining to the Grain Department is disposed of, and such other special meetings as the business of this department may require. The Grain Department is supported entirely by the fees earned by the department and has no other source of revenue. The fees for inspection are 25 cents per car load, 10 cents per wagon load, 40 cents per 1,000 bushels from canal boats or vessels, and one fourth of one per cent per bushel from bags. This is called inspection on arrival or "In" inspection. For inspection from store, or "Out" inspection, the fees are 50 cents per 1,000 bushels to vessels, 35 cents per car load to cars or teams and 10 cents per wagon load to teams.

The principal office of the Commission is in the capitol building at Springfield, where stated meetings are held on the first Tuesday after the first Monday in each month and continue from day to day until the business of each meeting is disposed of.

The correspondence of the office is a feature of the work which is quite voluminous, embracing as it does, a wide scope, and in many cases necessitating detailed and lengthy replies. This part of the work is largely performed by the Secretary and his assistant, and involves the writing of about 10,000 letters during the year.

The strictest economy consistent with the faithful discharge of the duties imposed on the Commission has been exercised in the expenditures of the respective funds. The office fund shows a decrease in expenditures, as compared with last year, of $1,205.33, and the fund of suits and investigations shows a decrease of $2,708.59.

The statistical tables, which form a considerable part of this report, require an immense amount of labor in their compilation and when completed are a source of much interesting and valuable information. In compiling these tables it has been necessary for a number of years past to engage additional clerical help in order to complete the same in time for the annual report of the Commission, and the fact that it has been completed in time for this report without the expenditure of a single dollar for clerk hire, speaks well for the efficiency of our Secretary and his able assistant, Mr. D. R. Levy, who have done the entire work of compiling these statistical tables.

COMPLAINTS.

In the matter of the complaint of the citizens of Benton against the St. Louis, Alton & Terre Haute R. R. Co., on account of insufficient train service, which was heard by the Commission at Benton on the 9th and 10th of January, last, (reference to which was made in page 7 of our report for last year), the Commission made the following order:

"We therefore recommend to you, the St. Louis, Alton & Terre Haute Railroad Company, that you, without delay, cause to be placed and operated on the Belleville & Eldorado division of your road, in addition to the "mixed train" now being operated by you on said line, a daily passenger train, suitable and sufficient to carry all passengers with their necessary baggage in comfort and security and at reasonable speed, and that you operate your said railroad from East St. Louis to Eldorado as a continuous line, so that persons desiring to leave Eldorado and intermediate points in the morning of each day (Sundays excepted) may be able to go on said railroad to East St. Louis and return the same day."

Which the railroad company refused to comply with.

We then referred the matter to the Attorney General with a request that he institute the proper suit or suits against this company, and a mandamus suit on the relation of the Commission was instituted in the Circuit Court of Franklin County, to the April Term, 1894, and the Hons. H. J. Hamlin, A. W. O'Hara and Webb & Webb were employed by the Commission to assist the Attorney General. The cause was tried by the court, a jury being waived, and decided adversely to us upon the ground that there was no

authority either at common law or by statute requiring railroad companies to operate their roads with separate trains for passengers and freight.

An appeal was taken and the case will be heard at the January term of the Supreme Court, at Springfield.

The view taken by the trial court may be the correct one. If it is, then the people who have in a large number of counties in the state, voted upon themselves heavy subsidies to railroad corporations, and whose children's children will not live long enough to see the debt thus incurred paid, have no alternative but to accept such accommodations as railroad managers may see proper to give them, be it vestibule, way freight or hog train, and if they are so miserably unfortunate as to live on a branch line, the chances are ninety to one that if they travel by rail at all they will have to take the hog train. This may be the law as it exists today but it is not justice, and we do not believe the court of last resort will so hold.

Twenty-one complaints have been filed during the current year, fifteen of which have been disposed of. The cases not disposed of are set for trial on the 3rd, 7th and 10th of January, respectively.

But one complaint of extortion has been filed. That was the case of W. H. King vs. Pittsburg, Ft. Wayne & Chicago Railroad Co. The complaint charges the respondent with a violation of the following rule of the Commission :

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles shall be $2 per car."

The evidence shows in this case that the amount charged this complainant and paid by him to the respondent for switching cars from the sugar refinery on Beach and Taylor streets, in the city of Chicago, to the C. B. & Q. R. R., a distance of less than three miles, was $5. The Commission found the respondent guilty of extortion and directed the Attorney General to institute the proper suit for the penalty provided by statute.

On the 26th of June, 1893, a petition was filed in our office signed by a large number of Chicago merchants, charging, in effect, that the railroads centering in Chicago were discriminating against them in this: "That traffic within the states of Ohio, Indiana, Michigan and other states east of the State of Illinois, and between all points in said states and all points in the State of Illinois is governed by the official classification which as a rule is a lower classification than are the Illinois or western classifications, which apply on local Illinois shipments, and the merchants of Chicago are thereby subjected to unjust discrimination in the classification of their shipments in addition to the discrimination in rates, in competition with merchants in adjoining states," and asking the Commission that within the State of Illinois the official classification be put in effect, and that the local rates be revised, in order that the merchants of Chicago may be afforded a fair and equal opportunity to deliver their products to customers in the State of Illinois upon equal terms with their competitors outside the State.

Several meetings have been held and continuances granted by agreement of all parties in interest for the purpose of allowing them to reach an amicable adjustment. In the meantime letters have been addressed to the different railroad managers, to associations representing shipping interests and to individual shippers, by the Commission, asking them how they regarded the official classification, and replies have been received from them, some in favor and many others protesting against it. Finally, on the 3rd inst., we received a communication from the representative of petitioners advising us that no agreement had been reached. We immediately gave notice that the petition would be heard at Chicago on the 12th inst. The Commission went to Chicago and took the matter up on that date, heard all of the evidence that was offered, together with such arguments as were presented, and at the conclusion of the hearing we gave the petitioners and respondents thirty days in which to prepare and present to the Commission such additional suggestions and arguments as either side might deem proper.

That there is merit in this complaint is beyond controversy. That jobbers in Indiana, Ohio, Michigan and other states east of Illinois can ship the same commodity through Chicago to points in Illinois at a lower rate than the jobber in Chicago can ship to the same point in Illinois was not denied, and there is abundant evidence in the record to sustain this charge. That the Chicago merchant is discriminated against is not denied. That the present classification and schedule of rates now in force in this state and known as the Illinois classification, and prepared by the Commission many years ago, should be revised, is admitted by all, the only remaining question being, how shall it be done so as to deal justly with the carrier and shipper in all parts of the state. The Commission could doubtless prepare a revision that would meet all the requirements of the Chicago merchants and at the same time be acceptable to the carriers, but to do so might most seriously affect the shippers at Cairo, East St. Louis, Springfield, Peoria, Bloomington, Jacksonville, Quincy, and other points in the state; we could adopt the official or western classification, but to do either would not meet with the approval of all sections of the state, and, therefore, to make a revision that will do justice to all sections, and the carriers as well is a most difficult matter.

The Commission having decided to make a thorough revision of classification and rates for Illinois, will, at the expiration of the time allowed petitioners and respondents, take up the work and hasten it as rapidly as possible, keeping in view the fact that the interests of the two great forces which have contributed alike to the growth, development and prosperity of the greatest commonwealth in the United States, and whose interests are identical, each being dependent upon the other for existence, are in the balance, and that the only way to protect both is to give each of them equal and exact justice.

RULES OF PRACTICE.

The rules of practice adopted by this Commission heretofore have seemed to be entirely satisfactory inasmuch as they have met with general approval and very fully cover all points which have come to our notice in regard to any cases that have come before the Commission.

We therefore see no reason for suggesting any changes or improvements therein.

INSPECTION OF RAILROADS.

The general inspection of the railroads of the State was made during the months of August, September and October, as being a season of the year which practically enabled the completion of the general improvements and establishing the general character of the maintenance of the several roads for the year.

Our inspections were made in all instances on special trains with observation car attached, for the reason that it enabled the Commission to make a thorough and complete examination of the physical condition of roadway, bridges, trestles and culverts, and at the same time to test the condition of the track We could not make such an inspection on regular trains, for the reason that we could not control the movements of such trains. Before starting out on our inspection trip we are furnished by the proper officer of the road to be inspected, with full and complete information as to all matters that properly enter into requirements of safety, in which is included the number, character, age and material of all bridges, trestles and culverts; when built, when rebuilt or repaired, etc.. Upon entering the car the movement of the train with reference to speed and stopping points is placed entirely under our control, and by this means we are enabled to verify the information furnished us, or to detect any defect that may exist in construction. We are always accompanied on our inspection trip by our consulting engineer and one or more of the principal officers of the road; our hours of inspection begin with the early morning and close when we can no longer see the track, when our car is side-tracked until the following morning.

While placing at our disposal special trains to do our work involves an expense to the company whose lines are inspected, and on large systems very materially interferes with the traffic of those lines at such times, we have never heard but one objection from any company in the State to furnishing us proper facilities, and while this company furnished the "Special," the Superintendent who accompanied the Commission gave it as his opinion that the Commission had no right to ask such favors of them, and that they had no power to compel a compliance with such a request. All other lines in the state without excetpion have cheerfully granted our request and have, so far as we know, gladly rendered us all the assistance in their power to make a thorough and complete examination of their respective lines.

The detailed and very complete examination of the railroads made last year enabled the Commission to judge in an intelligent and specific manner of the general physical character and condition of all the railroads in the state, justifying, in some instances a modification in the rigidity of the inspection which was applicable only to railroads of the highest character of construction and maintenance. In all other instances a most complete and detailed examination was made of everything pertaining to the physical condition of the roads as affecting the public safety. Stops were made at all bridge structures, and at such other points as were pertinent to the inspection, and a detailed examination made of the general design, workmanship and condition of the material entering into the construction. Where faulty conditions existed in design, workmanship or poor condition of the material, either through the use of defective material, the effect of age, or the lack of proper maintenance, the attention of the officials of the road was at once called to such conditions, as to their stringent interest, dependence for the direction of the suggested improvements, must necessarily be placed. Our inspection this year was arranged to cover only a few of the systems known to us by personal observation and examination to be constructed and maintained in first class condition, but directing our attention more especially to the roads known to us through the same sources as not being maintained at the high standard of many of our railroads.

The diverse location of such roads necessitated the traversing of some of the best systems in our state, and, in accordance with the statutory provisions, examinations of them were also made, thereby making the inspection trip as continuous and complete as practicable.

This year the Commission examined 28 railroads aggregating 5,478.60 miles of roadway.

The slow recovery from the recent general business depression has delayed temporarily many betterments and additions which were contemplated during the past year, but generally speaking the roads show improvement in their physical condition since the inspection of 1893, and in several instances the changes and improvements have been so marked as to practically amount to reconstruction.

The reports of our consulting engineers found in this volume state specifically the character of the construction and maintenance of some of the roads examined and the nature and extent of the improvements made during the past year to which reference is here made.

ACCIDENTS.

The usual tabulated statistics of accidents resulting in the death of, or personal injury to, passengers, employés and others will be found in Table VIII.

It is lamentable that the number of passengers killed is more than double that of the preceding year, but in the number of

passengers injured there is a decrease. In the number of employés killed and injured there is also a decrease. The total accidents to passengers, employés and others show a decrease of 44 per cent., although the railroads carried in round numbers 37,000,000 more passengers than in 1893. This estimate includes 30,000,000 passengers carried by the elevated railroads in Chicago, as shown by their reports to us for the current year.

Of the several classes of accidents, there has been a decrease in the number of accidents due to coupling and uncoupling cars, to which reference was made in our report of 1893, of the additional safety to be secured by the complete equipment of cars with automatic couplers, now a requirement by act of congress, and to which further reference is made in this report, Table X.

The accidents at highway crossings at grade have decreased, compared with last year, and in this connection it may be of interest to give some statistics of crossings of this character.

There are approximately 12,000 highway crossings at grade in Illinois, or one crossing to every mile of railroad, and 340 overhead or underneath crossings, or one to every thirty-two miles of railroad.

While the number of accidents at grade crossings is comparatively small to the total number of accidents, we are of the opinion that investigation of all conditions affecting the public safety with reference to railroad operation in which reasonable increased safeguards are desirable is a legitimate and necessary course to pursue.

Accidents from "Other Causes," representing 47 per cent. of the total number of accidents, must be principally attributed to direct trespassers upon the right of way and tracks of the railroad companies. In England and Germany this class of accidents has been reduced to a minimum by the enactment and enforcement of laws relative to trespassers upon the right of way and tracks of the railway companies.

DEPOT FACILITIES.

The Commission has received but one complaint during the year with reference to depot facilities afforded the traveling public, that of the citizens of Westfield on the line of the Chicago & Ohio River Railroad.

The Commission made an examination of the premises and subsequently issued a recommendation directing the company to remodel or build entirely a new depot adapted to the requirements of the patrons of the road at that point. The recommendation of the Commission was promptly complied with and a comfortable depot having suitable accommodations was erected at a cost of $1,200.

Last year the citizens of Carmi complained to the Commission of the facilities afforded and the sanitary condition of the joint depot of the Louisville & Nashville and the Cairo Division of the

Cleveland, Cincinnati, Chicago & St. Louis Railroads at that point. The correspondence of both the Commission and the officers of these railroads will be found in our report of 1893, page 264, since which time the depot has been remodeled and enlarged at a cost of $4,200, providing complete and suitable accommodations to the citizens of Carmi and other patrons of the road at that point.

INTERLOCKING DEVICES.

The installation of interlocking and signaling appliances for the protection of trains at railway crossings on the same level has progressed with reasonable promptness.

Of the crossings now equipped some presented the most complicated conditions, requiring in a number of instances machines having from sixty to ninety working levers concentrated in the tower to completely and effectively control the switches, frogs, derails and signals at such crossings.

The rules adopted by the Commission with reference to interlocking devices have proven satisfactory, as in the construction and equipment of crossings this year no controversies with the railroad companies have arisen.

One hundred and three crossings are equipped with interlocking devices in operation under the authority of the Railroad and Warehouse Commission (see report of Consulting Engineers). During the year nine new devices have been approved and permits issued for their operation and four devices have been remodeled and enlarged for which permits have been issued.

Plans for eight new devices have been submitted for approval, some of which are now in process of construction.

Many other crossings are known to us to be under consideration for interlocking, the importance of which as affecting public safety is well understood by the railroads, the Commission, and the public generally.

NEW RAILROAD MAP OF ILLINOIS.

The very complete examination of the railroads of the State made by this Commission led to the discovery of many inaccuracies in the map published under our authority.

Several of the railroad systems of Illinois have until recently been operating under lease with one management the properties of two or more railroad companies, designated on former maps as one line of road, and now operated independently, necessitating revision to meet the present conditions. Extension of roads, changes in location, construction of new roads, and changes in the names of stations have been added; also a complete and revised list of the interlocking devices now in operation under the authority of the

Commission, and the names of important junction points outside of the State near the Indiana-Illinois and Illinois-Wisconsin state lines, have been added.

Realizing the importance of presenting a railroad map of the State which is accurate and complete we directed our Consulting Engineer to take up the matter and make such revision as was necessary. Letters were addressed by the secretary to the proper officials of each of the railroad companies accompanied by copies of the map of this Commission for 1893, requesting them to return same with proper indication of necessary changes or additions.

The companies promptly complied with the request, and from the information thus furnished, the map issued by the Commission this year is as complete and correct in every respect as it is possible to make a map of that scale.

INSPECTION AND STORAGE OF GRAIN.

While several Grain Inspection Departments have been established outside of the city of Chicago, the great volume of business is handled by the Chicago Department. That it has been able to maintain its high standard of excellency and efficiency thus far, under our management and the able assistance of those directly in charge, is very gratifying to the Commission—the certificates issued by this department are good in all parts of the world reached by our cereal produce, and although Chicago has been the best market for wheat during the present year, yet we regret to note from the report of the Chief Grain Inspector, a large decrease in the volume of business done by the Inspection Department during the current year, the decrease in the "out" inspection over last year being 61,976,750 bushels, thus reducing the earnings of this department nearly $30,000. The result of this decrease in earnings made it necessary to reduce the expenses of the department, which we did by reducing the salaries, commencing at the Chief and including all the force except the helpers whose labor requires them to work out of doors and be exposed to all kinds of weather. Our first effort in this direction was the abolition of the Chief Clerk in the Inspection Office, June 1, 1894, thus saving $2,200 per year and at the same time reducing the salaries of all employés from 15 to 25 per cent. excepting only the helpers, Appeals Committee, driver, janitor and stenographer. In the Chief Inspector's report to the Commission he recommends a further reduction of nineteen employés, and a further reduction of salaries, which was approved by the Commission, and which made a further reduction in the expenses of this department of $2,000 per month, making a total reduction of the expenses of the department over the expenses of 1893 of $27,576.24.

Every effort has been made on the part of the Commission, and those having the management of this department in charge to place it upon a business basis and at the same time to give the

highest character of service. In our promotions in the inspection force merit has been our standard and no favoritism indulged, and by this means we have been able to give efficient service and have avoided the complaints incident to inefficiency.

A custom had grown up in the Registrar's office of signing certificates of inspection with a rubber stamp autograph; it will readily be seen how great frauds could be perpetrated, not only upon the department but by those who advance money upon these certificates. This condition gave rise to the adoption of a rule requiring the Registrar to sign his name in ink upon all grain receipts presented for registration, and in his absence the Registrar's name shall be signed in ink by an employé authorized by the Registrar to sign his name, and such employé shall also sign his own name to said receipt.

In order to ascertain whether this department was giving entire satisfaction to the immense and most important grain trade of Chicago, the Commission has taken occasion to make frequent inquiry of receivers and shippers, better known as "Board of Trade" men, and we are pleased to note the good feeling that is manifested toward the department. We have been unable in this report to give a more extended notice of the business methods of this department, and beg to refer to the very able, intelligent and exhaustive report of Mr. George P. Bunker, Chief Inspector, and Louis Wagner, Registrar, which accompany this report and are part of it.

From the report of the Registrar it will be observed that there was in store in the city of Chicago on the 31st day of October, of this year: Wheat, 25,391,456 bushels; corn, 1,196,861 bushels; oats, 1,532,382 bushels; rye, 159,770 bushels; barley, 55,495 bushels. A total of 28,335,964 bushels of all kinds of grain, as against 23,050,167 bushels for the corresponding period of last year.

NECESSARY LEGISLATION.

In our report of last year, on page 10, we called your Excellency's attention to the defective and inadequate state of the law of Illinois for compelling repairs to defective roadways and bridges we desire to confirm our recommendation, and to again suggest that proper legislation is needed giving the Commission the power to deal in a more summary manner with these matters. Delays ought not be permitted when the safety of the public is involved—under the existing law the route to the final determination of questions arising under this statute is too circuitous to be effective.

Paragraph 50, Section 1, Chapter 114 R. S. Provides: "That all railroad companies in this State, carrying passengers or freight, shall, and they are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages on the line of their roads having a population of five hundred or more."

In the judgment of the Commission this section should be amended by striking out the word "five" and inserting in lieu thereof the word "two." This recommendation becomes necessary for the reason that there are in this State so many towns of from two to four hundred inhabitants that are thriving and enterprising villages, where large quantities of freight are received and shipped, that are not properly accommodated with depot facilities—in some instances we regret to say that old and dismanteled box cars are being used as depots. Under the existing law railroad companies cannot be compelled to build depots at such stations. We close this report by submitting our financial statement.

FINANCIAL STATEMENT.

OFFICE EXPENSES.		
Unexpended appropriation December 1, 1893		$3,266 21
Error as per Auditor's book		100 00
Appropriation for year ending June 30, 1895		4,000 00
Total		$7,366 21
Expended—		
Secretary's salary	$1,500 00	
Janitor's salary	720 00	
Postage	150 00	
Railway periodicals, books and newspapers	45 65	
Express, freight and drayage	97 34	
Telegraph	65 69	
Telephone	48 00	
Stationery and typewriter supplies	68 03	
Furniture, repairs and supplies	28 70	
Ice	15 25	
Extra clerk hire	91 00	
Washing towels for office	12 00	
Total		2,841 66
Unexpended balance December 1, 1894		$4,524 55
SUITS AND INVESTIGATIONS.		
Unexpended appropriation December 1, 1893		2,583 08
Appropriation for year ending June 30, 1895		4,000 00
Total		$6,583 08
Expended—		
Suits, investigations and expenses	1,941 02	
Clerk hire and stenographer fees	1,389 41	
Error in last report	34 75	
Total		3,368 18
Unexpended balance December 1, 1894		$3,214 90
RAILROAD MAPS.		
Unexpended appropriation December 1, 1893		1,200 00
Appropriation for year ending June 30, 1895		1,200 00
Total		$2,400 00
Unexpended appropriation December 1, 1894		2,400 00
SCHEDULE AND CLASSIFICATIONS.		
Unexpended balance December 1, 1893		3,765 00
Unexpended balance December 1, 1894		3,765 00
CONSULTING ENGINEERS.		
Unexpended balance December 1, 1893		1,750 00
Appropriation for year ending June 30, 1895		3,000 00
Total		$4,750 00
Expended—		
Consulting engineer's salary		3,000 00
Unexpended balance December 1, 1894		$1,750 00
BOOK CASE FUND.		
By appropriation		500 00
Unexpended balance December 1, 1894		500 00

Respectfully submitted,

WM. S. CANTRELL,
C. F. LAPE,
THOMAS GAHAN,
Commissioners.

REPORT OF

RICHARD P. MORGAN AND DWIGHT C. MORGAN,

Consulting Engineers of the Railroad and Warehouse Commission of Illinois.

REPORT OF CONSULTING ENGINEERS.

DWIGHT, ILL., December 1, 1894.

Hon. W. S. Cantrell, Chairman; Hon. Charles F. Lape, Hon. Thomas Gahan, Railroad and Warehouse Commissioners of Illinois:

GENTLEMEN:—In accordance with your instructions we accompanied the Commission on its second annual inspection of the railroads of the State. The months of August, September and October were chosen for the general inspection as a season of the year most truly reflecting the actual condition of the roads.

Last year the report submitted to you treated in a general way of the physical condition of the railroads of Illinois as a whole.

This year it was deemed best to report somewhat in detail on each road examined, therefore careful notes were taken having that purpose in view, and we respectfully present for your consideration the following reports as a result of our examinations.

Our work has been very much facilitated by certain facts obtained last year at the time of the examinations and also from the railroad companies in response to letters addressed to them, calling for specific information for our verification.

The data thus obtained and the independent notes we have taken as a result of two examinations, provide us with quite full and accurate knowledge of each road.

The wide range in the physical character and condition of the railroads of the State was discussed at some length in our report last year (page 16 of the report of Commission), to which reference is here made, as also representing generally the comparative character and conditions affecting the railroads at the date of this report.

The subject of block signaling and interlocking devices was so fully set forth in our last report that but little needs to be added at this time, especially as no controversies have arisen with the railway companies respecting the rules adopted by the Commission.

A number of new interlocking devices have been constructed during the past year, also several which were in operation prior to this year have been reconstructed and enlarged. Plans of eight additional devices have been submitted for approval, several of which are now under construction.

We present a complete and revised statement of the railroad crossings in the State which are protected with interlocking and signaling appliances in operation under the authority of the Commission.

Inasmuch as the legislature is about to convene, we respectfully call your attention to our report of 1893 regarding the "Destruction of Railway Property," that if, you deem it advisable, some enactment may be recommended.

The general condition of the railroads of the State has improved during the past year. In this connection it must be taken into consideration that the climatic conditions of the past spring and season have been very favorable, especially to the roads in the State which are not bal-

lasted, and the comparatively light traffic during the recent general business depression has also been conducive in a measure to the improved condition referred to, especially in the maintenance of the line and surface of the track.

In the interest of public safety, it has been necessary for the Commission to place restrictions upon the movement of trains, and direct certain improvements in the physical condition of several of the roads, and the reports setting forth the facts upon which it was deemed advisable to take such action have already been submitted for your consideration.

Very respectfully,

RICHARD P. MORGAN,
DWIGHT C. MORGAN,
Consulting Engineers.

CROSSINGS EQUIPPED WITH INTERLOCKING AND SIGNALING DEVICES.

Location.	Crossing of	Date of issue of Permit.	No. of working levers.....	Total lever capacity.....	By Whom Erected.	Remarks.
Turner Junction	E., J. & E.- C. & N. W	February 27, 1889	8		Union S. & S. Co	Wheel machine
Joliet	E., J. & E.—Mich. Cent	"	10		" "	" "
Rockford	C., M. & N.—C. & I	"	12		" "	
Mazon Bridge	C. & A.—E., J. & E		18		" "	
Washington H	C., St. L, & P.—C., R. I. & P	April 5, 1889	10		" "	
Peru	C., R. I. & P.—C., B. & Q	May 16, 1889	4		" "	Wheel machine
Hedgewisch	Mich. Cent —S., C. & S	September 19, 1889	4		" "	" "
Barrington	W. & S. W.—C. & N. W	January 3, 1890	13		" "	
Clybourn Jc	C. & N. W.—C., M. & St. P	"	32		" "	
Grayland	C. & N. W.—C., M. & St. P	"	10		" "	
Spaulding	W. & S. W.—C., M. & St. P	" 4, 1890	8		" "	
Leithton	W. & S. W.—Wis. Cent	"	6		" "	
Coal City	E., J. & E.—C. & A.—C., S. F. & C	" 17, 1890	9		National S. & S. Co	
Blue Island	C. & C. T.—C. & G. T	March 20, 1890	7		Union S. & S. Co	
Johnston	C. & C. T.—Wabash	"	6		" "	
Colona	C., R. I. & P.—C., B. & Q	" 27, 1890	6		" "	
Summit	C. & C. T.—C. & A	April 2, 1890	6		" "	
Dwight	C. & A.—I., I. & I	" 17, 1890	6		" "	
Bridgeport	C., M. & N.—C. & A.—A., T. & S. F	" 23, 1890	36		" "	
Gardner	C. & A.—K. & S	May 21, 1890	6		" "	
Galva	C., B. & Q.—R. I. & P	"	16		" "	
Jacksonville Jc	C. & A.—J. S. E	November 12, 1890	7		" "	
Tower Hill	C., C., C. & St. L.—O. & M	December 2, 1890	12		" "	
S. Englewood	C., R. I. & P. Junction	February 11, 1891	51		" "	
Pacific Junction	Two divisions of the C., M. & St. P	March 2, 1891	17		" "	
Calumet River	Draw Bridge, Mich. Cent	May 3, 1891	7		" "	
Glen Carbon	St. L. & E.—T., St. L. & K. C	July 10, 1891	6		" "	
61st St., Englewood	Junction of C., R. I. & P.—L. S. & M. S	September 7, 1891	11		Lake Shore & M. S	
South Aurora	E., J. & E.—C., B. & Q	October 7, 1891	20		Union S. & S. Co	
Ottawa	C., R. I. & P.—C., B. & Q	November 4, 1891	18		" "	
Waukegan	C. & N. W.—E., J. & E	" 9, 1891	15		" "	
Hawthorne	C., M. & N.—C. & W. I	February 2, 1892	25		Johnson R. R. S Co	
Chicago, 40th St	C., R. I. & P.—L. S. & M. S.—U. S. Y. T. Co	May 25, 1892	44		Union S. & S. Co	
Thornton Jc	C. & E. I.—C. & G. T	June 2, 1892	15		" "	
Taylorville	Wabash R. R.—O. & M	" 15, 1892	15		" "	
Calumet River	C. & E. I. R. R. Draw Bridge	" 30, 1892	7		" "	

Interlocking and Signaling Devices—Continued.

Location.	Crossing of	Date of Issue of Permit.	No. of working levers	Total lever capacity	By Whom Erected.	Remarks.
Kansas	C., C., C. & St. L.—C. & O. R.	September 13, 1893	17		C., C., C. & St. L. Ry.	
Corwith	C. & A.—A., T. & S. F.	"	37		Union S. & S. Co.	
95th St., Chicago	C., R. I. & P. junction of its lines	"	22		" "	
Illinois River	Draw Bridge near Pearl, C. & A.	" 27, 1893	7		" "	
Princeville	A., T. & S. F.—R. I. & P.	"	15		National S. & S. Co.	
Hoopeston	C. & E. I.—L. E. &W.	October 18, 1893	22		Johnson R. R. S. Co.	
Springfield Jc.	Wabash R. R.—C. & A.	"	20		National S. & S. Co.	
Paris	C., C., C. & St. L.—T. H. & P.	"	27		C., C., C. & St. L. Ry.	
East Kingston	C. M. & St. P.—C. & N. W.	November 30, 1892	11		Union S. & S. Co.	
Chicago River Draw	Chicago Terminus of C. & N. P. R. R.	"	18		" "	
Le Moyne	C. & W. I.—C. & A.—A., T. & S. F.	"	21		" "	
Fulton Jc.	C. & N. W.—C., M. & St. P.	"	11		" "	
Fox River	C. & N. W.—C., M. & St. P.	"	14		" "	
Mt. Vernon	T. & Mt. V.—L. & N.	"	10		Johnson R. R. S. Co.	
Montrose	C. & N. W.—C., M. & St. Paul	"	18		Union S. & S. Co.	
Bloom	C. & E. I.—Mich. Cent.	"	4		" "	
Bloom	E., J. & E.—C. & E. I.	December 31, 1892	4		" "	
Paducah Jc.	C. & A.—Wabash R. R.—Ill. Cent.	January 17, 1893	34		National S. & S. Co.	Wheel machine
26th St., Chicago	C. & N. P.—U. S. Y. Draw	March 13, 1893	23	24	Union S. & S. Co.	
Burnham	C. & W. I.—S., C. & S.	" 30, 1893	29	32	" "	New
Windsor	C., C., C. & St. L.—Wabash R. R.	No permit issued	24	16	" "	"
Ash St., Chicago	A., T. & S. F.—U. S. Y.—C., M. & N.—C. C.	April 4, 1893	64	64	" "	"
Cragin	C., M. & St. P.—C. & N. W.	" 5, 1893	19	24	" "	1890—now under recon'n
Washington H.	C., R. I. & P.—P., C., C. & St. L.	"	27	28	" "	New
Marshall	Vandalia Line—C., C., C. & St. L.	" 13, 1893	11	12	National S. & S. Co.	1890—remodeled
Calumet Draw	P., F. W. & C.	No permit issued	5	8	Union S. & S. Co.	New
71st St., Chicago	B. & O.—Ill. Cent.	April 28, 1893	21	24	National S. & S. Co.	"
Sheldon	C., C., C. & St. L.—T., P. & W.	May 17, 1893	17	20	Union S. & S. Co.	"
Deering	C., M. & St. P.—C. & N. W. Draw	" 22, 1893	10		" "	"
Jacksonville	C. & A.—J. S. E.—Wabash R. R.	June 9, 1893	36	40	" "	Pneumatic—new
DesPlaines	C. & N. W.—Wis. Cent.	" 22, 1893	14	16	" "	New
Grand Crossing	P., F. W. & C.—L. S. & M. S.	July 22, 1893	40	48	" "	"
Mattoon	C., C., C. & St. L.—P., D. & E.	" 25, 1893	14	16	" "	New—closed
Matteson	Ill. Cent.—Mich. Cent.	" 29, 1893	10	15	" "	New
Matteson	Ill. Cent.—E., J. & E.	"	9	12	" "	1890—remodeled
Auburn Junction	C. & W. I.—Wabash R. R.—U. S. Y. T. Co.	No permit issued	44	44	Johnson R. R. S. Co.	1889—remodeled
Alvan	C. & E. I.—Ill. Cent.	July 29, 1893	12	16	" "	1891—remodeled
Normal	C. & A.—Ill. Cent.	August 15, 1893	25	28	National S. & S. Co.	New

Litchfield	C., C., C. & S. L.—J. S.-E.—St. L. & C.—Wabash R. R.	August	22, 1893	48	48	Union S. & S. Co.	"
Fairmount	Wabash R. R.—C. & E. I.	"	25, 1893	10	16	" "	"
St. Anne	C. & E. I.—C., C., C. & St. L.	"	31, 1893	29	29	" "	1892—remodled
Momence	C. & E. I.—I., I. & I.	September	5, 1893	17	20	" "	New
Watseka	C. & E. I.—T., P. & W.	"		24	28	Johnson R. R. S. Co.	"
Weldon	Ill. Cent. Terminal	"	12, 1893	89	92	National S. & S. Co.	"
47th St., Chicago	C. & W. I.—L., N., A. & C.—C. & Erie	No permit	issued	28	28	Union S. & S. Co.	1890—remodeled
67th St., Chicago	Ill. Cent. Diverging Lines	September	12, 1893	79	80	Johnson R. R. S. Co.	New
Hammond Jc	C. & W. I.—C. & E. I.	"	23, 1893	52	52	Union S. & S. Co.	"
South Elmhurst	C., M. & N.—C. G. W.	"	30, 1893	20	24	" "	"
Harvey	Ill. Cent.—C. & C. T.—C. & G. T.	"		49	68	Johnson R. R. S. Co.	"
Rondout	C., M. & St. P.—E., J. & E.	"		16	24	Union S. & S. Co.	1890—remodeled
Kankakee Bridge	Ill. Cent. Gauntlet Track	November	18, 1893	14	16	Johnson R. R. S. Co.	New
Kensington	Ill. Cent.—C. & E. I.	December	20, 1893	47	52	Union S. & S. Co.	Randolph—1889—new
Curran	St. L., C. & St. P.—Wabash	February	6, 1894	10	12	National S. & S. Co.	New
121st St., Chicago	P., C., C. & St. L.—Ill. Cent	"		17	16	Union S. & S. Co.	Remodeled
Chicago Ridge	C. & C. T.—Wabash	March	14, 1894	6	8	" "	"
Beverly Hills	B. & O.—P., C., C. & St. L.—C., R. I. & P	"		28	28	" "	New
79th St., Chicago	C. & N. P.—P., C., C. & St. L.—Wabash—Belt	"		90	132	Johnson R. R. S. Co.	"
Alton	C. & A.—C., C., C. & St. L. St. L. C. & St. P.—St. C., M. & St. L. Belt	April	26, 1894	13	24	Union S. & S. Co.	"
McCook	A., T. & S. F.—C. & N. P	May	26, 1894	10	16	" "	"
78th St, Chicago	C., R. I. & P.—C. & W. I.	August	9, 1894	54	60	" "	Remodeled
Nashville, Ill	L. & N.—C. & C.	"	29, 1884	8	12	" "	New
49th St., Chicago	C. & N. P.—P., C., C. & St. L. C. & G. T.	October	3, 1894	60	76	" "	Remodeled
43d St, Chicago	Ill. Cent.—U. S. Y. T.	October	3, 1894	78	80	National S. & S. Co.	"
Calumet Park	P., C., C. & St. L.—Mich. Cent C. & C. T.	October	6, 1894	22	28	Union S. & S. Co.	New
State Line	C. & W. I.—Wabash C. & Erie—L., N. A. & C.	October	22, 1894	16	16	" "	"
Granite City	C. & A.—C., C., C. & St. L. Wabash—St. L. M. T.—St. L., C. & St. P	November	14, 1894	62	68	Johnson R. R. S Co.	"

BALTIMORE AND OHIO SOUTHWESTERN RAILWAY SYSTEM.

The main line of the Baltimore & Ohio Southwestern Railway in Illinois extends easterly across the State from East St. Louis to the Wabash river, opposite the city of Vincennes, Indiana. The company also owns and operates a line in Illinois extending from Shawneetown, on the Ohio river, northeasterly to Beardstown, on the Illinois river, which intersects the main line of the system at Flora, making practically two branch lines, one extending southeasterly to Shawneetown, 73.99 miles, and the other northwesterly, 154.26 miles, to Beardstown. On the southeasterly branch between Cypress Junction and Shawneetown, 5.85 miles, the line is owned by the Louisville & Nashville Railroad Company but is maintained and supervised by this company:

The system is composed entirely of single track railroad of 4 feet 8½ inches gauge.

Miles of main line track	147.27
Miles of southeasterly branch, Flora to Shawneetown	73.99
Miles of northwesterly branch, Flora to Beardstown	154.26
Miles of main and branch line track operated in Illinois	375.52
Miles of main and branch line track owned in Illinois	369.67

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width and is practically all fenced.

EXCAVATIONS AND EMBANKMENTS.

On the main line the excavations and embankments were originally constructed for a six feet gauge railroad, and are, therefore, somewhat above the dimensions usually adopted as a standard for railroads of 4 feet 8½ inches gauge. The ample width thus afforded is a good feature of the main line, giving unusual stability to the roadway and also base for the ballasting. On the branch lines the excavations and embankments are of standard dimensions.

BRIDGES.

The several classes of bridge structures are of standard design. On the main line they are maintained in very good condition and on the branch lines they are fairly well maintained.

The following is a general classification of them:

Number of structures.	Material of Structure.	Length.— lineal feet.
5	Having iron plate girders	1,604.2
2	" iron trusses	1,044.3
1	" combination truss	49.6
3	" wooden trusses	461.4
232	" wooden trestles	37,557.0
243		39,716.50

GRADES AND CURVATURE.

The grades on the main line are generally light, the maximum not exceeding forty-one feet to the mile. On the Shawnectown branch the maximum grade is one hundred six feet to the mile, but this grade situated between the stations of Springer and Whites is short, and cannot be considered as the ruling gradient in the movement of traffic, for with this exception the grades on the branch lines are generally light. The curvature on the main line is light, the maximum being six degrees per one hundred feet. The maximum curvature on the branch lines is fifteen degrees. This degree of curvature, however, is not common to the alignment, occurring but once in the vicinity of Springfield.

CROSS TIES.

The cross ties are of white oak of two standards in size, 6 inches x 8 inches x 8 feet long, and 7 inches x 8 inches x 8½ feet long, laid 3000 to the mile. The ties are maintained in good condition, the renewals for the past four years averaging about five hundred to the mile.

1891	207,684
1892	155,796
1893	227,484
1894	158,750

TRACK RAILS.

The main line is laid with steel rails weighing 60 and 67 pounds to the lineal yard, as follows:

60lb. steel, laid in 1882 and 1885	74 miles
67 lb. steel, laid in 1892	73 miles

On the branch lines the rail is uniformly 60 lb. steel, with the exception of 5.85 miles between Shawncetown and Cypress Junction. This track, used jointly with the Louisville & Nashville railroad, is laid with iron rail weighing 52 lbs. and 56 lbs. to the lineal yard. The rails are in very poor condition, and at the time of our examination it was agreed upon between the two companies to replace them with suitable steel rails. Other than this short section which has the promise of immediate attention, the rails on this system are in good condition.

JOINT FASTENINGS.

The joint fastenings are 24 inch and 30 inch angle plates, suitable to the weight and section of the rails and having four bolts to each joint. Several efficient varieties of nut locks are used.

BALLASTING.

The main line is well ballasted with stone, gravel and cinders as follows:

Broken stone	20 miles
Gravel	105 miles
Cinders	22 miles

On the line between Shawneetown and Beardstown the track is at places partially ballasted with cinders, sand and also some gravel has been used. There is in all about twenty miles of this line lightly ballasted, the remaining two hundred and eight miles being earth roadbed.

INTERLOCKING.

An interlocking device of twelve levers capacity is in operation at Tower Hill on the Beardstown line, at the crossing of the main line of the Cleveland, Cincinnati, Chicago & St. Louis railroad, which was approved, and permits issued by the Commission December 2, 1890.

There are no interlocking devices on the main line in Illinois, but the urgent need of equipping several of the grade crossings with them is apparent to the officers of the road. At the time of our examination, four crossings were under consideration for interlocking, as follows:

At O'Fallon, crossing O'Fallon branch of Louisville & Nashville.

At Shattuck, crossing main line Jacksonville, Louisville & St. Louis.

At Odin, crossing Chicago division of the Illinois Central.

At Sandoval, crossing main line of the Illinois Central.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition and are suited to the requirements.

EQUIPMENT.

The equipment is maintained in first class condition. A statement in detail of its classification will be found in Table 10, Description of Equipment, Report of Commissioners.

CONCLUSION.

At the time of our examination, October 9th and 10th last, contracts had been let for the construction and erection of six new plate girder bridge structures on the main line.

Nearly one thousand lineal feet of trestle bridging has been replaced with substantial earth embankments during the past year, and iron pipe culverts substituted for waterways, also extensive repairs for maintenance have been made.

The main line is maintained in first class condition. The line between Shawneetown and Beardstown is fairly well maintained. As a whole, the system in Illinois shows considerable improvement in new permanent construction and its general physical condition since the inspection of 1893.

ELGIN, JOLIET AND EASTERN RAILROAD SYSTEM.

The main line of the Elgin, Joliet & Eastern Railroad in Illinois extends westerly from Dyer on the Illinois-Indiana State line to Joliet, 31.2 miles, thence northwesterly 10.2 miles to Walker Junction, thence northerly to Spaulding, 27 miles, thence northeasterly 35.4 miles to Waukegan. This company also operates two branch lines, one extending from Walker Junction southerly to Coster, at which point connection is made with the Kankakee & Seneca division of the Cleveland, Cincinnati, Chicago & St. Louis, and a line extending from Normantown on the main line northwesterly to Aurora. The system is known as the Chicago Outer Belt Line, having twenty-eight connections with the important railway systems entering the city of Chicago. It is composed entirely of single track railway of 4 feet 8½ inch gauge.

Miles of main line track, Dyer to Waukegan	104.1 miles
Miles of branch line track, Walker to Coster	31.5 "
Miles of branch line track, Normantown to Aurora	8.3 "
Miles of main and branch lines owned in Illinois	143.9 "

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, practically all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions. The work is generally light and with little exception the material encountered is earth. Special attention is paid to the drainage in the excavations. For the purpose of facilitating this work, a ditching machine is used. The material obtained in cleaning out the ditches is carried to the end of the excavation and wasted. The wash of the excavation each year is permanently disposed of by this method, which is doubtless a means of economy.

BRIDGES.

The several classes of bridge structures are of standard design, and maintained in first class condition, classified as follows:

No. of structures.	Material of structure.	Length, lineal feet.
32	23 iron and 9 wooden truss bridges	2,682
161	Trestle bridges	27,208
Total	193 bridges	29,890

The most important bridge on the system is at the crossing of the Des Plaines river and valley at Joliet, which is composed of an iron viaduct of twelve spans over the river, with a trestle approach on each side. The aggregate length of the structure is 5,000 lineal feet.

GRADES AND CURVATURE.

The grades are light, none exceeding thirty-five feet to the mile. The curvature is light, the maximum being five degrees per one hundred feet.

CROSS TIES.

The cross ties are of white oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. The renewals for the past four years have been as follows:

1891	586
1892	6,286
1893	9,257
1894	20,000

The construction of the road was commenced in 1886 and completed in 1888. For this reason the tie renewals have been below the percentage required for the same mileage on older roads. It will be observed, however that the renewal of ties has been increased each succeeding year in a proportion to meet the increased demand, as the ties laid during the construction have outlived their usefulness, and sufficient in number to maintain them in good condition.

TRACK RAILS.

The track rails are steel, weighing 60, 65, 67, 70 and 75 pounds to the lineal yard as follows:

60 lb. steel	92.9 miles
65 " "	35.5 "
67 " "	2.5 "
70 " "	3.0 "
75 " "	10.0 "

An extensive yard has recently been constructed at Joliet, all of which is laid with steel rail weighing 80 lbs. to the lineal yard. The rails on this system are in very good condition, and the lighter weights of the rails now in service are gradually being replaced by heavier ones weighing 75 lbs. or more to the lineal yard.

JOINT FASTENINGS.

The joint fastenings are 36 inch and 40 inch angle plates well suited to the section and weight of the rails, having six bolts to the joint. The Verona nut lock is used. One of the features of the joint fastenings on the 75 lb. steel is in reversing the bolts, thereby bringing the nuts on the inside or gauge side of the rail, instead of the usual method of bolting with the nuts on the outside. The advantage claimed for this method is to facilitate the track walkers in seeing loose bolts, and also the section foreman in passing over the section on the hand-car is better able to detect joints needing attention, than when the nuts are placed on the outside. Where rails of sufficient height are used to insure clearance of the nuts from worn tires and sharp flanges, the change appears to be one of merit.

BALLASTING.

The entire system is well ballasted with gravel. The gravel is of excellent quality and is obtained in abundant quantities from a large gravel bank located on the line about seven miles west of Joliet.

INTERLOCKING.

The system in Illinois is well equipped with interlocking devices, every grade crossing, of which there are thirteen, is protected. The following is a list of devices approved by the Commission:

Location.	Crossing.	Number of working levers.	Date of permit.
Waukegan	C. & N. W.	15	Nov. 9, 1891
Rondout	C. M. & St. P.	16	Sept. 30, 1893
Leithton	Wisconsin Central	6	Jan. 4, 1890
Barrington	C. & N. W.	13	Jan. 3, 1890
Spaulding	C. M. & St. P.	8	Jan. 4, 1890
Turner	C. & N. W.	8	Feb. 27, 1889
Joliet	M. C.	10	Feb. 27, 1889
Matteson	Illinois Central	9	Jan. 29, 1893
Chicago Heights	C. & E. I.	4	Nov. 30, 1892
Aurora	C. B. & Q.	20	Oct. 7, 1891
Coal City	C. & A., A. T. & S. F.	9	Jan. 17, 1890
Mazonia	C. & A.	18	Feb. 27, 1889

At Joliet the crossing of the Chicago, Rock Island and Pacific railroad is equipped with an interlocking device, but it is not constructed to the satisfaction of the Commission and for that reason no permit has been issued for its operation.

There are eight overhead crossings on the line, as follows:

Waukegan, crossing Chicago & Northwestern.

Wayne, crossing Madison division, Illinois Central.

Ingalton, crossing Chicago Great Western.

Eola, crossing Chicago, Burlington & Quincy.

Joliet, crossing Chicago & Alton.

Joliet, crossing Atchinson, Topeka & Sante Fe.

Brisbane, crossing Wabash railroad.

Minooka, crossing Chicago, Rock Island & Pacific.

STATIONS AND BUILDINGS.

The stations and buildings are well maintained and suited to the requirements. Suitable shops are located at Joliet.

EQUIPMENT.

The equipment is maintained in first class condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commissioners.

CONCLUSION.

The approach trestle to the Illinois river bridge, 2,020 feet long, has been renewed during the year. Ten miles of 75 lb. steel has been laid and the filling of a portion of the long approach trestle to the Desplaines river bridge at Joliet has been commenced. For the character of the traffic moved, which is substantially all freight, the road is maintained at a high standard and shows improvement in its physical condition over last year. The clean aad orderly condition of the property is especially noticeable.

CHICAGO AND EASTERN ILLINOIS RAILROAD SYSTEM.

The main line of the Chicago & Eastern Illinois railroad in Illinois extends from Dolton Junction, 16.99 miles south of Dearborn Station on the line of the Chicago & Western Indiana railroad, southerly to Danville. This company also owns several important branch lines as follows: Momence Junction to Illinois-Indiana State line, (Chicago & Indiana Coal railroad); Cissna Junction to Cissna Park; Danville Junction to Shelbyville, and from Sidell to Rossville; from Dolton Junction to Dearborn Station, Chicago, 16.99 miles. This company is one-fifth owner in the property of the Chicago & Western Indiana Railroad, by which means entrance to the city of Chicago is secured. The system in Illinois is of 4 feet 8½ inches guage, of which 107.27 is composed of double track.

Miles of mainline roadway owned, Dolton to Danville	107.27
Miles of main line, 1-5 ownership, Dolton to Chicago	16.99
Miles of branches, Momence to Indiana-Illinois State line	11.35
" " " Cissna Junction to Cissna Park	11.36
" " " Danville Junction to Shelbyville	91.28
" " " Sidell to Rossville	34.29
Total miles of roadway owned	272.54
Total miles of roadway leased in Illinois	6.43
Total miles of main track operated in Illinois	386.21

Between Dolton Junction and Danville, 107.27 miles, the line is a double track railroad.

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions for both single and double track roadway.

GRADES.

The grades on the main line are light, none exceeding twenty-six feet to the mile for north bound train movements, or in the direction of the movement of the greatest tonage. On the branch lines the maximum gradient is sixty feet to the mile.

BRIDGES.

The bridges are of a high standard in design and construction and are maintained in first class condition. The following is a classification:

Number of structures.	Material of Structure	Length lineal feet.
21	Stone arches	
34	Iron bridges	5,666.00
174	Trestle bridges	8,808.00
229		14,474.00

The principal structure on the system is on the Shelbyville division, at the crossing of the O'Kaw river. The structure is a single track steel viaduct, 1,390 feet long, consisting of fourteen deck plate girder spans of sixty feet each, fifteen deck plate girder spans of thirty feet each,

and one deck lattice truss one hundred feet long. The structure is supported on fourteen towers from forty to sixty-four feet in height. It is the longest bridge structure of that character of construction in Illinois.

CROSS TIES.

The cross ties are of cedar and white and burr oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. Owing to the recent construction of a considerable portion of mileage now operated, the tie renewals have been confined to about 186 miles of the system, and for this reason the renewals per mile per year is below the number required for maintenance, based on mileage now operated. On the mileage of this system requiring tie renewals, the average has been about 400 ties to the mile, a sufficient number for good maintenance. The renewals have been as follows:

1891	67,800
1892	88,500
1893	69,400
1894	59,900

TRACK RAILS.

The track rails, with the exception of 11.36 miles of iron rail, are of steel, weighing 60 lbs. and 65 lbs. to the lineal yard, as follows:

60 lb. steel	169.86 miles
65 lb. steel	188.03 miles
56 lbs. iron, Cissna Park branch	11.36 miles

JOINT FASTENINGS.

The joint fastenings are 24 inch angle plates, well suited to the weight and section of the rails, having four bolts to each joint. The Verona nut lock is used.

BALLASTING.

With the exception of the Cissna Park branch, 11.36 miles long, which is an earth roadbed, the entire system is well ballasted with gravel.

INTERLOCKING.

Twelve grade crossings on the system are equipped with interlocking devices, which have been approved and permits issued by the Commission for their operation. They are located as follows:

Location.	Crossing.	Number of working levers.	Approved.
Thornton Junction	C. & G. T.	15	Jan. 2, 1892
Calumet river	Drawbridge	7	Jan. 30, 1892
Hooperston	L. E. & W.	22	Sept. 27, 1892
Bloom	Michigan Central	4	Nov. 30, 1892
Bloom	E. J. & E.	4	Nov. 30, 1892
Alvan	Illinois Central	12	July 29, 1893
St. Anne	C. C. C. & St. P.	29	Aug. 31, 1893
Momence	I. I. & I.	17	Sept. 5, 1893
Watseka	T. P. & W.	24	Sept. 5, 1893
Hammond Junction	C. & W. I.	52	Sept. 23, 1893
Kensington	Illinois Central	47	Dec. 20, 1893
Fairmount	Wabash	10	Aug. 25, 1893

STATIONS AND BUILDINGS.

The passenger stations and buildings are well maintained and suited to the requirements. Last year new brick depots were constructed at Tuscola and Shelbyville and suitable wooden station buildings at other points.

Extensive and very complete shops are located at Danville.

EQUIPMENT.

The equipment is maintained in first class condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commissioners.

CONCLUSION.

Many important improvements have been made during the past two years. About 5,000 lineal feet of trestle bridge structures have been replaced with embankments or substantial structures of stone and iron.

A new line of first class construction has been built from Sidell on the Shelbyville Division extending north and easterly, joining the main line at Rossville, 34.5 miles. By the construction of this line new coal fields lying west of Danville are made tributary to the property.

The important improvements made during the past two years are of a permanent character and the system is maintained at a high standard well adapted to the requirements of a heavy traffic.

INDIANAPOLIS, DECATUR AND WESTERN RAILWAY.

The line of the Indianapolis, Decatur & Western Railway in Illinois extends from Decatur almost due east to the Illinois-Indiana State line. It is composed entirely of single track railroad, the gauge of which is 4 feet 9 inches.

Miles of main line track owned in Illinois, 75.76.

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width and is practically all fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

BRIDGES.

The several classes of bridge structures are of standard design. There is but one iron bridge on the line in Illinois, situated at the crossing of the Sangamon river. It is composed of a single span, deck truss bridge, 160 feet long.

The trestle bridges are of standard design, maintained in good condition. The trestle bridge structures last year aggregated 197 for the whole line, having a total length of 15,396 lineal feet. Of this number, 78 bridges are in Illinois.

During the past two years nine of these structures have been filled in, and this year, in addition to the ordinary repairs, about 700 lineal feet of trestles have been rebuilt.

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 52.8 feet to the mile. The maximum curvature is three degrees per 100 feet.

CROSS TIES.

The cross ties are of white and burr oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. The renewals in Illinois for the past four years have averaged about 360 per mile per annum, as follows:

1891	26,500
1892	35,225
1893	25,910
1894	25,000

The renewals per year, 12½ per cent., have been sufficient to maintain them in good condition.

TRACK RAILS.

The rails are steel, weighing 58½ pounds to the lineal yard, twenty-six miles of which was laid in 1889. The rails are in good condition, well adapted to the traffic.

JOINT FASTENINGS.

The joint fastenings are 22-inch fish plates, with four bolts to each joint. The Verona and Pratt nut locks are used.

BALLASTING.

The ballasting consists of gravel, cinders, also earth roadbed, as follows:

Gravel	33.26 miles
Cinders	4.22 "
Earth roadbed	38.28 "

STATIONS AND BUILDINGS.

The passenger stations and buildings are well maintained and are suited to the requirements.

EQUIPMENT.

The equipment is in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

During the past two years the trestle bridges have received extensive repairs. This season about 700 lineal feet of trestle bridges have been rebuilt. Nine small bridges have been replaced with earth embankments suitably provided with iron pipe culverts for waterways.

One of the noticeable features at the time of our examination was the clean and orderly condition of the waiting rooms in the depots The roadway is maintained in good condition, and, as a whole, the property is well adapted to the requirements for both freight and passenger traffic.

LOUISVILLE AND NASHVILLE RAILROAD SYSTEM.

The main line of the Louisville & Nashville Railroad in Illinois extends from East St. Louis southeasterly across the State to Maunee, on the Wabash river.

This company also owns two branch lines, one extending from McLeansborough, Hamilton county, southerly to Shawneetown on the Ohio River, also a branch line extending from Belleville northeasterly to O'Fallon. The system in Illinois is composed entirely of single track railroad of 4 feet 9 inches gauge.

Miles of main line, East St. Louis to Maunee	136.0
Miles of branch line, Belleville to O'Fallon	6.0
Miles of branch line, McLeansborough to Shawneetown	40.3
Miles of main line and branches owned	182.3

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, about one-half of which is fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

BRIDGES.

The several classes of bridge structures are of standard design, classified as follows:

Number of structures.	Material of structure.	Length—lineal feet.
1	Having iron trusses	214.0
2	" combination trusses	400.0
159	Trestle bridges	14,716.0
162		15,330.0

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 52.8 feet to the mile. The maximum curvature is nine degrees per one hundred feet. In several instances, the alignment is composed of compound curves. The adjustment of compound curves is a difficult task for the ordinary section foreman, and as no serious physical obstacle presents itself, doubtless these curves will be changed to uniform curvature as soon as practicable.

CROSS TIES.

The cross ties are of white oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. The renewals for the past four years, averaging 436 new ties to the mile per annum, have been as follows:

1891	74,205
1892	78,285
1893	68,758
1894	95,000

The ties are maintained in good condition.

TRACK RAILS.

The rails on the main line are steel, weighing 52 lbs. and 54¼ lbs. to the lineal yard, in very fair condition.

52 lbs. steel	30 miles
54¼ lbs. steel	106 miles

With the exception of three miles of steel on the Shawneetown line, the branches are laid with iron rails, weighing 52 lbs. to the lineal yard.

JOINT FASTENINGS.

The joint fastenings are uniformly 22 inches long. Angle plates are used on the 54¼ lb. steel, and on the 52 lb. steel combined angle and fish plates are used. The joints are well adapted to the section and weight of the rails, having four bolts to each joint, provided with wooden washes, and also the Verona nut lock is used.

BALLASTING.

Eighty-nine miles of the main line is ballasted as follows:

Gravel	78 miles
Cinders	11 "
Earth roadbed	47 "

On the branch lines the roadway is not ballasted.

INTERLOCKING.

The crossing of the Wabash, Chester & Western Railroad with this line at Mt. Vernon is protected by an interlocking device of ten levers capacity, which was approved, and permits issued by the Commission November 30, 1892, also the crossing of the Centralia & Chester Railroad at Nashville, Illinois, is protected by an interlocking device of twelve levers capacity, approved by the Commission and permits issued for its operation November 30, 1893.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in fair condition. The joint passenger depot of the Cairo division of the Cleveland, Cincinnati, Chicago & St. Louis with this company at Carmi, which was complained of last year to the Commission by the citizens of that city, on account of the poor accommodations afforded and the sanitary condition of the depot and premises, is now in process of re-construction, and when completed will be well adapted to the requirements.

EQUIPMENT.

equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

In the vicinity of the crossing of the O'Kaw River by this line, a very important safeguard to passing trains has been constructed during the past year. A short distance west of the bridge the channel of the river approaches at right angles nearly to the right of way, at which point its course changes abruptly, running parallel with the track. During freshets and high water the tendency of the stream has been to cut a new channel at this point. To prevent further and serious encroachment on the alignment of the road substantial bulk heads have been constructed in such manner and places as to deflect the force of the current from the point naturally sought. While the efficiency of the work has not yet been tested, it has the appearance of stability and effectiveness.

One important grade on the road has been reduced, and considerable bridge repairing was in progress at the time of our examination. A heavier standard of rail should, and probably will be adopted on the main line as a measure of economy, although the rails now in service, being well supported by white oak ties, have shown remarkable wearing qualities.

On the Shawneetown branch the traffic is light, and the iron rail now in service is still in fair condition, with the exception of the rails between Cypress Junction and Shawneetown, 5.85 miles, used jointly with the Baltimore & Ohio Southwestern Railroad, and which is also maintained and supervised by them.

At the time of our examination of this system, it was agreed upon between these Companies to replace at once the rails now in service with suitable steel rails.

The main line is maintained in very good condition, and the branches are maintained in suitable condition for the character and volume of the traffic over them.

MOBILE AND OHIO RAILROAD SYSTEM.

The Mobile & Ohio Railroad Company in Illinois operates under lease the St. Louis & Cairo Railroad extending southeasterly from East St. Louis to Cairo. This company also operates a branch extending from Millstadt Junction on the main line easterly nine miles to High Prairie. The St. Louis & Cairo was originally a narrow gauge railroad. In 1885 it was changed from 3 feet gauge to 4 feet 8½ inches.

The system in Illinois is composed entirely of single track railroad.

Miles of main line operated	151.6
Miles of branch line operated	9.0
Total miles operated in Illinois	160.6

RIGHT OF WAY AND FENCING.

The right of way varies from twenty to one hundred feet in width, but seems to be quite sufficient for the purposes of the road. About one hundred miles of the right of way is not fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments although originally intended for 3 feet gauge have been widened to standard dimensions. A portion of the country through which the line runs is very broken, necessitating considerable heavy work, much of which is in rock.

BRIDGES.

The several classes of bridge structures are of standard design, classified as follows:

Number of structures.	Material of structure.	Length—Lineal feet.
2	Having iron trusses	722
1	" I beams	14
5	" plate girders	224
267	Wooden trestle bridges	19,900
275		20,860

The plate girder bridges are in several instances supported on brick piers, two of which show settlement especially noticeable, and to which the attention of the officers of the road was called at the time of examination. The trestle structures are maintained in fair condition, and generally show improvement over last year. Several of the most important trestles have been renewed.

GRADES AND CURVATURE.

Several important grades exist on the line. The maximum gradient is 108½ feet to the mile, and is the ruling gradient as regards movement of traffic, being about nine miles long. The maximum curvature is ten degrees per one one hundred feet.

CROSS TIES.

The ties are principally oak, also some pine ties of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,880 to the mile. The number of tie renewals for the past four years have been as follows, averaging 411 renewals per mile per annum:

1891	38,030
1892	55,538
1893	77,264
1894	92,000

The cross ties are maintained in good condition.

TRACK RAILS.

The rails on the main line are steel, weighing uniformly 60 pounds to the lineal yard, laid in 1886–87. They are somewhat surface bent, but generally in fair condition. On the line between Millstadt and High Prairie the rail is 52 and 56 pound iron.

JOINT FASTENINGS.

The joint fastenings are 24 inch angle plates suited to the weight and section of the rails, having four bolts to each joint.

BALLASTING.

Ninety-two miles of the track is ballasted with broken stone and gravel as follows:

Broken stone	30 miles
Gravel	62 miles
Earth roadbed	68 miles

Five miles of the broken stone ballast was put in this season.

STATIONS AND BUILDINGS.

The passenger stations and buildings are in good condition and are well adapted to the service. Suitable and quite complete shops are situated at Murphysborough.

EQUIPMENT.

The equipment is well maintained. A detailed statement of its classification will be found in Table 10. Description of Equipment, Report of Commission.

CONCLUSION.

A number of trestle bridges on the line have been rebuilt during the year, and work is in progress cutting down one of the important grades on the line. The road is fairly well maintained. The surface of the track, however, is not as good as last year, but as a whole the roadbed shows improvement since the inspection of 1893.

LOUISVILLE, EVANSVILLE AND ST. LOUIS CONSOLIDATED RAILROAD.

The Louisville, Evansville & St. Louis Railroad in Illinois extends easterly from East St. Louis across the State to the city of Mt. Carmel on the Wabash river. The system in Illinois is composed entirely of single track railroad of 4 feet 8½ inches gauge. Between North Centralia and Walnut Hill, 7.49 miles, this company has trackage privileges over the Louisville & St. Louis Railroad.

Miles of main line operated in Illinois	148.90
Miles of main line owned in Illinois	141.50

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet wide, about one-third of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions. The work is generally light and the material encountered is practically all earth.

BRIDGES.

The several classes of bridge structures are of standard design, classified as follows:

Number of structures.	Material of structure.	Length, lineal feet.
3	Having iron trusses	796
2	" plate girder	160
3	" combination trusses	336
239	Wooden trestle bridges	18,562
247		19,854

The bridges and trestles are fairly well maintained, and show some improvement in their condition over last year.

GRADES AND CURVATURE.

The grades of the road are as a rule light, with the exception of "Pittsburg Hill," just east of East St. Louis, where the line leaves the bottom lands of the Mississippi River and ascends through the foot-hills to the prairie lands; this grade is about 2 per cent. (105.6 feet per mile) and is about three miles long. The maximum curvature does not exceed six degrees per one hundred feet.

CROSS TIES.

The ties are white oak of standard dimensions, 6 inches x 8 inches x 8 feet, laid 2,800 to 3,000 to the mile. The renewal of ties for the past four years in Illinois has been as follows:

1891	39,355
1892	32,224
1893	9,770
1894	110,000

In our examination of this line last year, it was evident that the tie renewals were not sufficient for good maintenance, averaging about 27,116 renewals per year for the three years prior to 1894, or 189 new ties per mile per year. The normal percentage of tie renewals, based on an average life of eight years for white oak ties, should be about 12½ per cent., or 362 tie renewals per mile per year. The new ties put in the track in 1894 (110,000) were considerably in excess of the normal percentage, and therefore the condition of the ties as compared with last year shows a marked improvement.

TRACK RAILS.

The road is laid with steel rails which are in fairly good condition, weighing 56, 60, 68 and 70 pounds to the lineal yard, as follows:

56 lbs. Laid in 1882-87	64.0 miles
60 lbs. " 1889	63.5 "
68 lbs. " 1889	2.0 "
70 lbs. " 1891	12.0 "

JOINT FASTENINGS.

The joint fastenings are 22 inches and 26 inches long, well suited to the weight and section of the rails, and having four bolts to each joint. The Verona nut lock is used.

BALLASTING.

With the exception of seven miles of gravel ballast, the line is composed entirely of earth roadbed.

Gravel	7.00 miles
Earth roadbed	134.50 "

INTERLOCKING.

There are no interlocking devices on this line in Illinois, but in the report of the Receivers the necessity of equipping grade crossings with signaling appliances is noted under the heading of "Improvements and Additions."

STATIONS AND BUILDINGS.

The stations and buildings are fairly well maintained. At East St. Louis a new combined passenger and freight station, costing $12,000, is now in process of erection.

EQUIPMENT.

The equipment is in fair condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The property having been in the hands of the United States Court for the Southern District of Illinois during the past year, seems to have resulted favorably, as much improvement in its physical condition over last year has been made, and many are contemplated in the near future which are necessary for a safer and more economical operation of the road.

PEORIA, DECATUR & EVANSVILLE RAILWAY.

The Peoria, Decatur & Evansville Railway in Illinois extends from Pekin on the Illinois River, southeasterly to Grayville on the Wabash River. The system is composed entirely of single track railroad of 4 feet 8½ inches gauge.

From Pekin to Peoria this company is one-fourth owner in the Peoria & Pekin Union Railway, over which line it secures an entrance into the city of Peoria, ten and forty-three-hundredths miles. Between Illinois Midland Junction and Hervey City, seven and five-tenths miles, the track is owned jointly by the Peoria, Decatur & Evansville and Terre Haute & Peoria Railroad Companies, and by agreement between them the roadway is maintained and supervised by this Company.

Between Illinois Midland Junction and Decatur, two and four-tenths miles, this company uses the Illinois Central main line, over which it has trackage rights to Decatur, and also terminal facilities within that city.

Miles of main line operated in Illinois	213.88
Miles of main line owned in Illinois	195.55

RIGHT OF WAY AND FENCING.

The right of way varies from sixty-six feet to one hundred feet in width, about forty miles of which is not fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions. The drainage is not well provided for in many of the excavations, though much improvement has been made during the past year.

GRADES AND CURVATURE.

The grades are, as a rule, light, the maximum grades not exceeding 52.8 feet per mile, of which there are several on the line. The curvature is light, not exceeding six degrees per one hundred feet.

BRIDGES.

The several classes of bridge structures are of standard design, classified as follows:

Number of Structures.	Material of Structure.	Length—lineal feet.
4	Having iron trusses	952 " "
284	Wooden trestle bridges	24,385 " "
288		25,337 " "

CROSS TIES.

The ties are of several varieties of oak, also some walnut ties, of standard dimensions, six inches x eight inches x eight feet long, laid 2,900 to 3,000 to the mile. The renewals of cross ties for the past four years have been as follows:

1891	78,770
1892	56,612
1893	47,507
1894	100,000

The average for the three years preceding 1894 was 60,963 renewals per year, or 296 renewals per mile per annum, based on mileage owned. It was manifest in our examination of this road last year that the number of renewals was insufficient to fully maintain the ties in good condition. The renewals for this year, amounting to 100,000 ties, or about 500 to the mile, has greatly improved the general standard.

TRACK RAILS.

The track rails are in fair condition, weighing 52 lbs. and 60 lbs. to the lineal yard, as follows:

52 lb. steel	145.0 miles.
60 lb. steel	60.5 "

This statement includes joint track between Hervey City and Illinois Midland Junction.

JOINT FASTENINGS.

The joint fastenings are 24-inch angle plates, well suited to the weight and section of rail, and having four bolts to each joint. The Verona nut lock is used.

BALLASTING.

The line in Illinois is an earth roadbed, having no ballasting except cinders in some of the excavations.

INTERLOCKING.

The crossing of the Cleveland, Cincinnati, Chicago & St. Louis with this line at Mattoon is equipped with an interlocking device of 16 levers capacity, which was approved by the Commission, and permits issued for its operation July 25th, 1893.

STATIONS AND BUILDINGS.

Much repair work has been done to stations and buildings during the past year, and they are generally maintained in good condition. Suitable and quite complete shops are located at Mattoon.

EQUIPMENT.

The equipment is in fair condition. A detailed statement of the classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

In our examination of this property last year, there was much evidence of neglect in the maintenance of both bridges and track. The condition of the bridges and track between Hervey City and Illinois Midland Junction was such that it became necessary in the interest of public safety for the Commissioners to reduce the speed of trains until such time as the roadway had been repaired to a degree which would warrant the withdrawal of the order. Shortly after the order was issued by the Commission, and while the repairs were in progress, the property went into the hands of the United States Court for the Southern District of Illinois.

Not only were the repairs directed by the Board completed, thereby enabling a withdrawal of the order, but many other necessary repairs and betterments have been made, and our examination of the property this year shows a very commendable degree of improvement in its physical condition since the inspection of 1893.

CHICAGO AND OHIO RIVER RAILROAD.

OPERATED AS THE CHICAGO DIVISION OF THE PEORIA, DECATUR AND EVANSVILLE RAILROAD.

The Chicago & Ohio River Railroad extends northerly from West Liberty on the line of the Peoria, Decatur & Evansville Railway to Sidell, on the line of the Shelbyville division of the Chicago & Eastern Illinois Railroad.

The road was chartered as the Danville, Olney & Ohio River Railroad, completed and opened to traffic as a standard gauge line in 1881. It was

subsequently sold under foreclosure and in 1886 reorganized as the Chicago & Ohio River Railroad. The line is now operated as the Chicago Division of the Peoria, Decatur & Evansville Railway.

Miles of road operated	77.5

RIGHT OF WAY AND FENCING.

The right of way is nearly all 100 feet in width. About one-half of the line is not fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES.

The maximum gradient is ninety feet to the mile, but other than this important exception the grades are generally light.

BRIDGES.

The bridges are of standard design, but until the past year they have received little or no attention.

Considerable repairing was in progress at the time of our examination, and this work should be continued until a higher standard of maintenance is reached. The bridges are classified as follows:

Number of structures.	Material of structure.	Length, lineal feet.
1	Iron span	128
108	Wooden trestle bridges	5,802
109		5,930

CROSS TIES.

The cross ties are of several varieties of oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,640 to the mile. During the past year about 40,000 new ties have been placed in the track, very much improving its stability compared with the conditions at the time of last year's inspection.

TRACK RAILS.

The track rails are of steel and iron, as follows:

Material.	Weight.	Miles.
Steel	56 pounds per lineal yard	1.9
Steel	66 " "	5.2
Iron	35 " "	30.5
Iron	50 " "	36.9
Iron	56 " "	3.0
		77.5

With the exception of the 7.1 miles of steel, which is in very good condition, the rails are too light for the service, and badly worn.

JOINT FASTENINGS.

The joint fastenings on the 7.1 miles of steel rail are 22-inch Sampson angle plates well adapted to the weight and section of the rails, with four bolts to each joint. On the light iron rails fish plates are used, which are quite as unsuitable for the service as the rail itself.

BALLASTING.

There is no ballast on the line, although it was stated by the officials of the road that an excellent quality of gravel is available and that the gravel bank is now in the possession of the Company.

INTERLOCKING.

The crossing of this line with the Cleveland, Cincinnati, Chicago & St. Louis Railroad at Kansas is equipped with an interlocking device of seventeen levers capacity, which was approved by the Commission, and permits issued for its operation September 13, 1892.

CONCLUSION.

Generally speaking, the road shows considerable improvement over last year, but it is essential with the light rail in service that the roadbed and ties be thoroughly well maintained. The movement of the trains is apparently conducted with care, the time card shows a schedule of about thirteen miles per hour, including stops. The replacing of the light iron rail now in service with suitable steel rails would not only greatly increase the safety of the road, but would doubtless prove true economy. In the report of the receivers of the property to the United States Court for the Southern District of Illinois, March 1st last, it is recommended that the road be brought to a higher standard, and some progress to that end has already been made.

THE CHICAGO AND TEXAS RAILROAD.

The Chicago & Texas railroad in Illinois extends from Carbondale westerly to the Mississippi river, thence southerly to East Cape Girardeau. This line of the road was originally operated by two Companies under the corporate names of the Grand Tower & Carbondale Railroad Company and the Grand Tower & Cape Girardeau Railroad Company. The two Companies were consolidated last year and the road is now operated under the name of the Chicago & Texas Railroad. It is composed entirely of a single track railroad of 4 feet 8½ inch gauge.

Miles of main line operated in Illinois	55.9

RIGHT OF WAY AND FENCING.

The right of way is ample in width, generally one hundred feet, and, with the exception of thirteen miles, it is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions. There is some very heavy work along the line in both earth and rock cutting.

BRIDGES.

The several classes of bridge structures are of standard design, maintained in fair condition. They are classified as follows:

Number of structures	Material of structure.	Length—lineal feet.
1	Having iron plate girders	60
5	" combination trusses	1,020
37	" wooden trestle bridges	4,181
43		5,261

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 52.8 feet to the mile, about 50 per cent of the mileage is level track. With the exception of one ten-degree curve the maximum curvature does not exceed five degrees per one hundred feet. There are twenty-seven curves on the line, aggregating in length seventeen and one-half miles.

CROSS TIES.

The cross ties are of white oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,640 to the mile. The renewals for the past four years have been as follows, averaging 206 renewals per mile per annum:

1891	6,949
1892	10,920
1893	10,359
1894	18,000

The ties are maintained in fair condition.

TRACK RAILS.

The rails are of steel, weighing 56 lbs. and 61 lbs. to the lineal yard, in good condition, laid as follows:

Weight.	Age.	Miles.
56 lbs. steel	1888-91	20.2 miles
60 lbs. steel	1891-92	6.0 miles
61 lbs. steel	1889-90	29.7 miles

JOINT FASTENINGS.

The joint fastenings are combined fish and angle plates, twenty-one inches long, well suited to the weight and section of the rails and having four bolts to each joint. Only a small proportion of the joints are provided with nut lock, but it is the purpose of the Company to provide the joints with suitable nut locks as fast as practicable to do so.

STATIONS AND BUILDINGS.

The stations and buildings are fairly well maintained. Shops are located at Murphysborough suitable to all ordinary repairs to equipment.

EQUIPMENT.

The equipment is in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The principal traffic on the line is in the transportation of coal. The road is fairly well maintained and its condition is as good as the character and volume of the traffic justifies.

INDIANA, ILLINOIS AND IOWA RAILROAD.

The line of the Indiana, Illinois & Iowa Railroad in Illinois extends from Streator Junction, 1.8 miles south of Streator on the line of the Streator division of the Wabash Railroad, easterly to the Illinois-Indiana State line.

Between Streator Junction and Streator, 1.8 miles, the line is owned by the Wabash Railroad, but by rental agreement this company is afforded trackage facilities. The line is composed entirely of single track railroad of 4 feet 8½ inches gauge.

Miles of main line owned in Illinois	68.68
Miles of main line leased in Illinois	1.80
Miles of main line operated in Illinois	70.48

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width, and is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions. The topography of the country through which the road is built presents no serious obstacle to easy construction, the work being entirely in earth and generally light.

BRIDGES.

The several classes of bridge structures are of standard design and they are maintained in good condition:

Number of structures.	Material of structure.	Length, lineal feet.
1	Having wooden trusses	416.0
70	Wooden trestle bridges	4,775.0
71		5,191.0

GRADES AND CURVATURE.

The grades are light, the maximum not exceeding thirty-eight feet to the mile. The maximum curvature is one degree and thirty minutes per one hundred feet.

CROSS TIES.

The cross ties are oak and cedar in the proportion of 75 per cent. oak and 25 per cent. cedar, of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,992 to the mile. The renewals for the past four years have been as follows, averaging 327 new ties to the mile per annum:

1891	16,885
1892	15,000
1893	22,247
1894	35,192

The ties are generally in very fair condition.

TRACK RAILS.

The rails are steel, weighing 56 pounds and 60 pounds to the lineal yard, laid as follows:

56-pound steel	17.50 miles
60-pound steel	51.18 "

The 56-pound steel is being replaced by the 60-pound steel as rapidly as it is practicable to do so.

JOINT FASTENINGS.

The joint fastenings are 24-inch angle plates on the 60-pound rails and 22-inch fish plates on the 56-pound rails, having four bolts to each joint. The American nut lock is used.

BALLASTING.

The ballasting consists of broken stone, gravel, sand and cinders, as follows:

Broken stone	12.50
Gravel	8.10
Sand	11.00
Cinders	5.35
Earth roadbed	31.35

INTERLOCKING.

Two crossings in Illinois are equipped with interlocking devices which have been approved and permits issued by the Commission, as follows:

Location.	Crossing.	Number of levers.	Date of permit.
Dwight	C. & A.	6	April 17, 1890
Monence	C. & E. I.	17	September 5, 1893

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition, well adapted to the requirements. Shops are located at Kankakee suited to all ordinary repairs to equipment.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The principal traffic is in the transportation of freight, and the road has been maintained in accordance with its character and volume. The rapid growth of the business of this company has necessitated the inauguration of a policy tending toward permanent improvements.

It is the purpose of the company to completely ballast the line, and with this end in view a five years' contract has been entered into with a firm in Kankakee to deliver on the cars not less than 1,000 nor more than 2,500 cubic yards of broken stone per month. The road shows improvement in its physical condition since the inspection of last year, and the further improvements contemplated by the officers of the road will doubtless prove to be economy.

IOWA CENTRAL RAILWAY.

The line of the Iowa Central Railway in Illinois extends from Iowa Junction, 4.1 miles from Peoria on the line Peoria & Pekin Union Railway, northwesterly across the State to Keithsburg on the Mississippi River.

Between Iowa Junction and Peoria, 4.1 miles, this Company has trackage privileges over the line of the Peoria & Pekin Union Railway. The line in Illinois is composed entirely of single track railroad of 4 feet 8½ inches gauge.

Miles of main line owned	88.66
Miles of main line leased	4.10
Miles of main line operated	92.76

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES AND CURVATURE.

The maximum gradient is eighty feet to the mile. This grade is situated just west of Iowa Junction where the line leaves the valley of the Illinois river, and is known as "Peoria Hill." The maximum curvature is nine degrees per one hundred feet.

BRIDGES.

The several classes of bridge structures are of standard design. They are generally maintained in good condition, classified as follows:

Number of structures.	Material of Structure.	Length—lineal feet.
3	Having iron trusses	1,248.00
168	Wooden trestle structures	16,097.00
171		17,345.00

CROSS TIES.

The ties are of white oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,800 to the mile. The renewals for the past four years have been as follows, averaging 378 new ties to the mile per annum:

1891	37,733
1892	31,660
1893	27,269
1894	36,461

The ties are maintained in good condition.

TRACK RAILS.

The track rails are 56 lb. and 60 lb. steel, generally in good condition, laid as follows:

56 lb. steel	84.66 miles
60 lb. steel	4.00 miles

JOINT FASTENINGS.

The joint fastenings are twenty-four inch angle plates, also fish plates are used: they are well adapted to the section and weight of the rails, having four bolts to each joint. The Verona and American nut locks are used.

BALLASTING.

The ballasting consists of gravel, cinders, slag and sand, as follows:

Gravel	3.26 miles
Cinders	7.98 miles
Slag	8.84 miles
Sand	5.64 miles
Earth roadbed	62·94 miles

STATIONS AND BUILDINGS.

The stations and buildings are maintained in good condition, well suited to the requirements.

EQUIPMENT.

The equipment is in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The line in Illinois is maintained in good condition, showing considerable improvement since the inspection of 1893, being well adapted to the character and volume of the traffic. The clean and orderly condition of the depots and premises was especially noticeable.

CHICAGO GREAT WESTERN RAILWAY.

The line of the Chicago Great Western Railway, in Illinois, extends westerly from Chicago to East Dubuque, on the Mississippi River. Between Grand Central Passenger Station, Chicago, and Forrest Home, 10.18 miles, this company has, by lease or agreement, terminal and trackage facilities over the line of the Chicago & Northern Pacific Railroad; between Aikin Junction and Portage, 2.3 miles, trackage privileges over the line of the Chicago, Burlington & Northern Railroad, and between Portage and East Dubuque, 13 miles, trackage privileges over the line of the Illinois Central Railroad.

The line in Illinois is composed entirely of single track railroad of 4 feet, 8½ inches gauge.

Miles of main line operated in Illinois	172.16
Miles of main line owned in Illinois	146.88

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, nearly all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions. Considerable heavy work exists along the line between Pearl City and Aikin Junction. Many of the excavations are in rock, and, on account of the broken character of the country, a tunnel two thousand one hundred feet long was required. This is the longest railroad tunnel in Illinois. At the tunnel approaches, and for several miles east of the tunnel, the cuts are composed of shale which, when first opened, had the appearance of solid rock. The exposure to atmospheric conditions has caused disintegration, resulting in "sliding cuts," which has been the source of considerable expense to the company.

BRIDGES.

The several classes of bridge structures are of standard design, classified as follows:

Number of structures.	Material of Structure.	Length—lineal feet.
5	Having iron trusses	1,441.00
6	Iron plate girders	379.40
1	Wooden beam truss	40.00
186	Trestle bridges	19,251.00
198		21,111.40

In 1893 eleven new bridges were constructed and fifty-nine pile bridges were re-driven with white oak piling, replacing the pine piles driven at the time of the construction of the road. Considerable work has been done to trestle bridges during the past year, and they show much improvement in their general condition since the inspection of last year.

GRADES AND CURVATURE.

The maximum gradient does not exceed fifty-two and eight-tenths feet to the mile. There is very little curvature east of Pearl City, but west of that point the alignment is composed of many curves, the maximum not exceeding six degrees per one hundred feet.

CROSS TIES.

The cross ties are principally oak with some pine ties of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. The road was originally laid with pine ties. On account of the recent building of the road the demand for tie renewals was light until 1891, since which time there has been a steady and rapid increase in the renewals, as the following statement verifies.

Renewals for 1891	8,149
" " 1892	39,222
" " 1893	65,292
" " 1894	79,000

Of the tie renewals up to 1894 some pine ties were used, but for this year the renewals were entirely of white oak. At the present time about sixteen per cent. of the ties are pine.

TRACK RAILS.

The track rails are steel, weighing uniformly 60 lbs. to the lineal yard, laid in 1886–87. They are somewhat surface bent, but are generally in very fair condition.

JOINT FASTENINGS.

The joint fastenings are 24 inch angle plates well suited to the weight and section of the rail, with four bolts to each joint. The Verona nut lock is used.

BALLASTING.

With the exception of 13 miles of earth roadbed, the track is ballasted with gravel and broken stone as follows:

Gravel	118.00
Broken stone	15.73

The gravel ballasting is light, but with little exception the rock ballast is laid in ample quantity for good roadbed.

INTERLOCKING.

A 24 lever machine is in operation at South Elmhurst at the crossing of the Madison Division of the Illinois Central Railroad, which was approved and permits issued by the Commission September 30th, 1893.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in fairly good condition, and are generally suited to the requirements.

EQUIPMENT.

The equipment is well maintained. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

Work is now in progress cutting down one of the important grades on the road, and extensive and substantial repairs have been made to trestle bridges during the past year. One of the noticeable and most commendable features of this line is the comparative absence of grade crossings with other railroads. In every instance where it was practicable to do so, an overhead crossing was established. The road is well maintained and shows improvement in its condition since the inspection of 1893.

TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD.

The Toledo, St. Louis & Kansas City Railroad extends from East St. Louis northeasterly across the state to Humrick, near the Indiana-Illinois State line.

The line in Illinois is composed entirely of single track railroad of 4 feet, 8½ inches gauge.

Miles of main line owned in Illinois	179.49

RIGHT OF WAY AND FENCING.

The right of way varies from sixty feet to one hundred feet in width, and generally seems to be sufficient for all purposes of the company. With the exception of thirty-nine miles, situated principally through cities and villages, the road is suitably fenced.

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 52.8 feet to the mile. Sixty-nine and five-tenths miles of line is level track. With the exception of one eight-degree curve, the curvature is generally light, not exceeding four degrees per one hundred feet. There are one hundred eight curves, aggregating, in length, seventeen and one-tenth miles; the remaining one hundred sixty-two and four-tenths miles is tangent line

BRIDGES.

The several classes of bridge structures are of standard design, maintained in good condition. They are classified as follows:

Number of Structures.	Material of Structures.	Length—lineal feet.
2	Iron plate girders	149.06
8	Having wooden trusses	1,050.00
150	Wooden trestle bridges	28,739.62
160		29,938.62

Nearly all of the bridges on the line were built in 1888-89, at the time of the change of the gauge of the road from three feet to four feet, eight and one-half inches, and are only from five to six years old, requiring but little repairing until the past year.

CROSS TIES.

The cross ties are of several varieties of oak, of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,800 to 3,000 to the mile. The renewals for the past four years have been light, owing to the recent reconstruction of the road, but sufficient in number to maintain the ties in good condition.

1891	1,826
1892	16,969
1893	10,813
1894	27,000

TRACK RAILS.

With the exception of one and seven-tenths miles of 56-lb. steel in the East St. Louis yard, the rails are steel, weighing uniformly sixty-one and one-half pounds to the lineal yard, generally in very good condition.

JOINT FASTENINGS.

The joint fastenings are 24-inch angle bars, well adapted to the weight and section of the rails, having four bolts to each joint. The joints are not completely equipped with nut locks.

BALLASTING.

The ballasting consists of gravel and sand, as follows:

Gravel	118.23 miles.
Sand	10.73 "
Earth roadbed	50.53 "

The gravel ballasting is generally light, and ten miles have been re-ballasted this year.

INTERLOCKING.

The crossing of the St. Louis & Eastern Railroad at Glen Carbon is equipped with an interlocking device of six working levers, approved by the Commission, and permits issued for its operation July 10th, 1891.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition, and are generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The reconstruction work in 1888-89, made necessary by the change in the gauge of the road, was of a substantial character. At the time of the inspection this year, additional ballasting was being put in and considerable repair work to bridges was in progress. The property is maintained in good condition, and shows improvement in its general condition since the inspection of 1893.

One of the noticeable features of the road is in the complete and effective installation and maintenance of the various signs erected for the guidance of employés, and for the protection of the public.

CHICAGO, PEORIA AND ST. LOUIS RAILWAY SYSTEM.

The Chicago, Peoria & St. Louis Railway Company was organized in 1887 for the purpose of purchasing from the Wabash Railroad Company the Peoria, Pekin & Jacksonville Railroad and the Springfield & Northwestern Railroad, also one quarter interest in the Peoria & Pekin Union Railway.

In 1890 the Chicago, Peoria & St. Louis Railway built an extension of their line from Litchfield to East St. Louis and has since acquired under a contract for purchase the line of road between Springfield and Litchfield, owned by the North & South Railroad Company (formerly the St. Louis & Chicago Railway).

The main line of this system extends southeasterly from Peoria to East St. Louis via, Pekin, Havana, Springfield and Litchfield, with a branch line extending from Havana southerly to Jacksonville.

The system is composed entirely of single track railroad of 4 feet 8½ inches gauge.

MILES OF MAIN LINE OWNED.

Peoria to Pekin (one-fourth ownership)	10.08
Pekin to Springfield	75.64
Springfield to Litchfield	44.09
Litchfield to East St. Louis	47.13
Havana to Jacksonville (branch line)	41.88
Through Springfield (leased)	2.84
Total	221.66

The line within the corporation limits of the city of Springfield (2.84 miles) is leased from the Wabash Railroad, Baltimore & Ohio Southwestern Railroad and Illinois Central Railroad.

The work of acquiring an independent right of way through the city of Springfield is under way.

RIGHT OF WAY AND FENCING.

The right of way varies from sixty feet to one hundred feet in width, and seems to be generally sufficient for all purposes of the company. With the exception of three miles, the road is suitably fenced.

GRADES AND CURVATURE.

The grades on the line are generally light, the maximum gradient and the most important one on the system with reference to the movement of traffic is in the vicinity of Petersburg, leaving the bottom lands on

the west side of the Sangamon River, which is eighty-five feet to the mile. The curvature is generally light, not exceeding six degrees to one hundred feet.

BRIDGES.

The several classes of bridge structures are of standard design, but until the past year they had received little or no attention and many of them were in poor condition, needing immediate and important repairs, and in many instances entire renewal.

CROSS TIES.

The cross ties are of oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,800 to the mile. Last year the ties were generally in poor condition, the renewals for the past four years were much below the percentage required for good maintenance. In some places their condition was so poor as to require at least 1,000 new ties to the mile. During the past year 190,000 new ties have been put in the track, or an average of about 800 to the mile, which has greatly improved the general standard.

TRACK RAILS.

The rails are of steel, weighing uniformly 60 lbs. to the lineal yard, of which forty-three and seven-tenths miles were laid this year between Springfield and Havana, replacing the worn out iron rails which were entirely unsuited to the volume and character of the traffic. The rails are generally in good condition.

JOINT FASTENINGS.

The joint fastenings are twenty-two inch angle plates, well adapted to the weight and section of the rails. The past neglect in the maintenance of the surface of the track caused many of them to bend and break, necessitating extensive renewals. Fifty-five miles of the line are equipped with the Heath Supported Joint and as far as tested they seem to be giving satisfaction.

BALLASTING.

The ballasting consists of sand and cinders as follows:

Sand	30 miles
Cinders	5 miles
Earth roadbed	176 miles

INTERLOCKING.

The crossing of the main line of the Cleveland, Cincinnati, Chicago & St. Louis at Litchfield is equipped with an interlocking device of forty-eight working levers, approved by the Commission, and permits issued for its operation August 22, 1893. The officers of the road contemplate equipping several other important grade crossings with similar devices at an early date.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in fair condition. New depots are proposed at several points where the present accommodations are inadequate.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The Chicago, Peoria & St. Louis Railway was operated by the Jacksonville Southeastern system from early in 1887 until September 1893, at which time that system went into the hands of the United States Court for the Southern District of Illinois. Subsequently separate receivers were appointed for the several lines comprising that system.

Prior to the appointment of the receiver, the Chicago, Peoria & St. Louis Railway shared equally with the affiliated lines of the Jacksonville Southeastern system in the general character of the maintenance of the properties, which was so low in its standard as to render some portions of the road quite unsuitable for service and in many places unsafe.

This was especially true on the line between Springfield and Havana, which met with general and specific condemnation at the hands of this and preceding Commissions and by the public generally.

The appointment of a receiver resulted in the inauguration of a new policy. By the judicious expenditure of money the property has been brought out of its former physically wrecked condition and placed in safe operating condition. Compared with last year, this line of road presents the most radical change in its physical characteristics of any road in the State.

The following statement sets forth in a general way the conditions which came under observation at the time of the inspection this year:

About 5,000 lineal feet of trestle bridge structures have been replaced by substantial earth embankments, provided with iron pipe culverts for waterways.

About 5,400 lineal feet of trestle bridges have been entirely rebuilt, and, in addition, extensive repairs of a substantial character have been made to all bridges needing immediate attention.

A new steel pin connected through truss bridge has been constructed across the Sangamon river, 225 feet long, resting on masonry abutments.

Two iron plate girder bridges, one across the county road in the vicinity of Springfield and one across the Mackinaw River, respectively 66 feet and 80 feet long, have been constructed.

Two wooden trussed girder bridges have been constructed across the Sangamon River.

One hundred and ninety thousand new cross ties have been placed in the track during the past year.

Forty-three and seven-tenths miles of new steel rails have been laid on the line between Springfield and Havana.

About eight miles of new passing side-tracks have been constructed.

Ditches and drainage have received attention, very much improving the stability of the roadway and enabling easier and better maintenance in both the line and surface of the track.

Other important betterments are contemplated, but the substantial and extensive improvements already completed are worthy of commendation, both in the general plan laid out as being necessary to place the system in safe and economical operating condition, and in the prompt and effective execution of the work.

ILLINOIS CENTRAL RAILROAD SYSTEM.

In September, 1850, Congress made its grant of lands to aid in the construction of a railroad. This grant made by the State of Illinois was subsequently transferred to the Illinois Central Railroad Company, chartered in February, 1851.

The act of incorporation empowered the company to construct a railroad from LaSalle (at which point the Illinois and Michigan canal has its southwestern terminus) northerly to the Mississippi river, opposite Dubuque, Iowa, and southwardly to Cairo, at the confluence of the Ohio and Mississippi Rivers, also a branch line extending from its main line near Centralia, to Chicago.

The lands surrendered by the State to this Company under its act of incorporation, consisted of 2,595,000 acres upon and adjacent to the line designated, extending through the State in the line of its greatest length. The first contract for grading was let in March 15, 1852, and on September 27, 1856, the construction of the main line between Cairo and East Dubuque, and the Chicago Branch from Centralia to Chicago was completed and opened for traffic.

The charter granted by the State exempts the Company's property from taxation, but requires annual payments to the State in lieu thereof of 7 per cent. of its gross receipts. The sum so paid to the State during the years 1855 to 1893 inclusive has been $14,246,177.20, as follows:

Year.	Gross Receipts of Illinois Central proper.	Rate of Tax.	Amount contributed to State Treasury.
Up to year ending October 31, 1855	$595,633 86	5%	$29,751 59
" " " 1856	1,552,633 32	"	77,631 66
" " " 1857	2,170,372 69	5 & 7%	145,645 84
" " " 1858	1,885,793 34	7%	132,005 53
" " " 1859	1,887,206 77	"	132,104 46
" " " 1860	2,536,531 67	"	177,557 22
" " " 1861	2,532,254 47	"	177,257 81
" " " 1862	3,031,065 79	"	212,174 60
" " " 1863	4,291,351 09	"	300,394 58
" " " 1864	5,793,057 71	"	405,514 04
" " " 1865	7,092,711 94	"	496,489 84
" " " 1866	6,101,082 18	"	427,075 75
" " " 1867	6,342,967 56	"	444,007 74
" " " 1868	6,119,964 66	"	428,397 48
" " " 1869	6,641,904 47	"	464,933 31
" " " 1870	6,636,921 66	"	464,584 52
" " " 1871	6,621,613 05	"	463,512 91
" " " 1872	6,326,522 11	"	442,856 54
" " " 1873	6,122,485 76	"	428,514 00
" " " 1874	5,633,806 56	"	394,366 46
" " " 1875	5,368,086 02	"	375,766 02
" " " 1876	5,085,794 14	"	356,005 58
" " " 1877	4,519,313 42	"	316,351 94
" " " 1878	4,577,595 80	"	320,431 71
" " " 1879	4,649,676 96	"	325,477 88
" " " 1880	5,262,129 73	"	368,348 66
" " " 1881	5,494,035 95	"	384,582 52
" " " 1882	5,657,658 77	"	396,036 11
" " " 1883	5,553,474 13	"	388,743 19
" " " 1884	5,095,423 28	"	356,679 62
" " " 1885	5,254,127 50	"	367,788 92
" " " 1886	5,410,207 15	"	378,714 50
" " " 1887	5,919,636 72	"	414,374 57
" " " 1888	6,070,798 53	"	424,955 89
" " " 1889	6,574,923 58	"	460,244 65
" " " 1890	6,946,873 25	"	486,281 13
" " " 1891	7,685,795 37	"	538,005 67
" " " 1892	8,421,928 80	"	589,486 02
" " " 1893	10,758,103 43	"	753,067 24
Total	$104,220,757 18	.....	$14,246,177 20

In addition to the 705.50 miles of roadway constructed under the foregoing stipulations, the Illinois Central Railroad Company, is the proprietary line controlling and operating 589.27 miles of branches in Illinois. The gauge of the system is uniformly 4 feet 8½ inches, and the following is a classification of the miles of roadway operated in Illinois:

ILLINOIS CENTRAL RAILROAD.

Chicago to Cairo	364.43 miles
East Dubuque to Centralia Junction	340.77 "

CHICAGO AND SPRINGFIELD RAILROAD.

Gillman to Springfield	111.47 miles

KANKAKEE AND SOUTHWESTERN RAILROAD.

Otto to Normal Junction	79.46 miles
Buckingham to Tracy	10.00 "
Kempton Junction to Kankakee Junction	41.80 "

CHICAGO, HAVANA AND WESTERN RAILROAD.

Champaign to Havana	100.58 miles
White Heath to Decatur	31.04 "

RANTOUL RAILROAD.

Leroy to Illinois-Indiana State Line	66.21 miles

CHICAGO, MADISON AND NORTHERN RAILROAD.

Chicago to Freeport	112.14 miles
Freeport to Illinois-Wisconsin State line	16.69 "
Cedarville Junction to Illinois-Wisconsin State line	11.16 "

SOUTH CHICAGO RAILROAD.

Sixty-Seventh Street, Chicago, to South Chicago	4.76 miles

BLUE ISLAND RAILROAD.

Blue Island Junction (Kensington) to Blue Island	3.96 miles

The total miles of roadway in Illinois aggregates for main line and branches 1,294.77. Of the Chicago division there are 77.84 miles of double track, and also within the "Terminal District" in the City of Chicago, between Kensington and Van Buren Street, there are 14.90 miles of 3rd main track; 14.90 miles of 4th main track; 13.25 miles of 5th

main track; 10.67 miles of 6th main track; 8.64 miles of 7th main track; 6.04 miles of 8th main track. Total miles of all main tracks in Illinois, 1,447.52.

RIGHT OF WAY AND FENCING.

On the main line, between Cairo and East Dubuque, and on the Chicago Division, between Chicago and Centralia Junction, the right of way is 200 feet in width. On all other lines operated by this Company in Illinois, it is generally 100 feet in width. Ninety-three per cent. of the system is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions for both the single and double track roadway.

GRADES AND CURVATURE.

There are many important grades on the system in Illinois as regards length, the maximum gradient does not exceed 53 feet to the mile. Two hundred fifty-five and forty one hundredths miles is level roadway, and the aggregate length of the ascending and descending grades is 1,039.73 miles.

The curvature is generally light, the maximum does not exceed 9 degrees per one hundred feet. There are 497 curves having a total length of 131.98 miles and 1,162.79 miles of tangent line.

BRIDGES.

The several classes of bridge structures are of standard designs and maintained in good condition. On the main lines their construction is of a permanent character. The bridges are classified as follows:

Number of Structures.	Material of Structure.	Length—Lineal feet.
597	Stone arches	4,398
65	Iron bridges	8,401
25	Wooden bridges	2,816
1	Combination bridge	160
893	Wooden trestle bridges	17,798

THE CAIRO BRIDGE.

The most important structure on the system and which is not included in the above classification, not being wholly within the State of Illinois, and also being worthy of special mention, is the great bridge recently completed across the Ohio River at Cairo. It is the longest metallic bridge structure across a river in the world, being 33 feet longer than the Tay bridge in Scotland. The actual work of construction was begun July 1, 1887, and prosecuted without interruption until its completion. On October 29, 1889, the first train, consisting of ten locomotives coupled together, crossed the bridge. The bridge and approaches may be divided into five classes.

1. The bridge proper.
2. The iron viaduct on the Kentucky approach.
3. The iron viaduct on the Illinois approach.
4. The timber trestle on the Kentucky approach.
5. The timber trestle on the Illinois approach.

The bridge proper consists of nine through spans and three deck spans. Two of the through spans are each 518.5 feet long and the other seven spans are each 400 feet long between centers of end pins. The through spans rest on ten first-class masonry piers, all of which have pneumatic foundations. Two deck spans are supported on two of these piers and on three masonry piers having pile foundations. The total length of the bridge proper from center to center of end of piers is 4,644 feet.

The viaduct on the Illinois approach consists of 17 spans of 150 feet each and one span of 106.25 feet, which rest on cylinder piers filled with concrete and supported by piles driven within the limits of the cylinders.

The Kentucky viaduct is of like construction and consists of 21 spans of 150 feet each, and one span of 106.25 feet. The total length of the metal work from end to end is 10,560 feet. The total length of the bridge as completed, including the timber trestles is 20,461 feet or 3.875 miles. Four-fifths of the Illinois approach trestle has been filled with earth since the completion of the bridge, and the Kentucky approach trestle entirely replaced with an earth embankment. The bridge is 104.42 feet in the clear above low water. The deepest foundations are 75 feet below low water, and the greatest height of the structure from the bottom of the deepest foundation to the top of the highest iron work is 248.94 feet. The total cost of the bridge to date, including filling in of trestle approaches, was about $3,102,502.

CROSS TIES.

The cross ties are principally white oak of standard dimensions 6 inches x 8 inches x 8 feet long. On the main lines oak ties only are used, and they are laid 3,100 to the mile. On the branches both oak and cedar are used, 2,640 to 2,800 to the mile. The renewals for the past four years have averaged 369 to the mile per annum, or about 12½ per cent., which is sufficient for good maintenance.

1891	453,558
1892	481,881
1893	377,599
1894	603,241

TRACK RAILS.

The rails on the main lines are entirely of steel. On several of the branches some iron rails are still in service, but they are being replaced with second hand steel rails taken from the main lines. The rails now in service on all of the lines are classified as follows:

Iron Rails.	
35 lbs. per lineal yard	10.04 miles
45 " "	11.12 "
56 " "	35.15 "
60 " "	23.36 "
Steel Rails.	
52 lbs. per lineal yard	2.16 miles
56 " "	27.53 "
60 " "	740.05 "
62 " "	3.94 "
66 " "	12.77 "
67 " "	153.48 "
75 " "	427.62 "

The rails on the main lines are maintained in good condition, and are well adapted in weight to the character of the service required. At the time of our examination, the iron rails in service between Kempton June-

tion and Normal Junction were, with regard to the service required on this line, in need of renewal perhaps at an earlier date than any of the other branches on which iron rails are still in service.

JOINT FASTENINGS.

The joint fastenings are 18 inches and 22 inches in length. Both fish plates and angle bars are used. They are well adapted to the weights and sections of the rails, having four bolts to each joint. The Verona nut lock is used and its application is quite general on all of the lines operated by this company.

BALLASTING.

The ballasting consists of broken stone, gravel and cinders. Including main and extra main tracks there are 1,045.54 miles, ballasted as follows:

Broken stone	477.26
Gravel	532.19
Cinders	36.09
Earth roadbed	401.98

The standard sections adopted for ballasting on this system, for single track roadway, requires the following quantities per mile, which insures a first class roadbed:

Gravel (fine)	1,875 cubic yards
Gravel (coarse)	2,900 "
Broken stone	2,900 "

INTERLOCKING.

The following crossings are protected by interlocking devices, approved and in operation under the authority of the Commission, as follows:

Location.	Crossing.	No. of working levers.	Date of permit.
43d street, Chicago	Union Stock Yards Junction	78	April 5, 1893.
121st street, Chicago	P., C., C. & St. L.	15	February 6, 1894.
Mattison	Mich. Cent.	10	July 29, 1893.
Mattison	E., J. & E.	9	"
Paducah Junction	C. & A., Wabash	34	December 31, 1892.
Alvan	C. & E. I.	12	July 29, 1893.
Normal	C. & A.	25	August 15, 1893.
Weldon	St. C. Air Line	89	September 12, 1893.
67th street, Chicago	I. C. diverging lines	79	"
Harvey	C. & C. T., C. & G. T.	49	September 30, 1893.
Kankakee Bridge	Gauntlet Track	14	November 18, 1893.
Kensington	C. & E. I.	47	December 20, 1893.
South Elmhurst	C. & G. W.	20	September 30, 1893.

BLOCK SYSTEM.

Between Van Buren St., Chicago and Kensington, known as the Terminal District of the Illinois Central, the movement of the trains is protected by the Hall Block System. The signals are automatic in their operation and electrically controlled throughout, all of which are on rail circuits.

For the protection of trains on the tracks used for suburban service, the blocks are about 2800 feet long, including overlap. Of the other

tracks operated under the protection afforded by this system the average lengths of the blocks is about 3400 feet. The number of signals in operation is 128, and, in addition, 96 switches are equipped with audible signals.

During the period of the Columbian World's Fair when the train service was the greatest, there was an average of 20,450 daily signal movements. At the present time there is an average of 12,900 daily signal movements. Our personal examination and official inspection of the workmanship of the interlocking and signaling devices, and of the devices themselves, enable us to speak of their excellence and efficiency. It appears satisfactorily that during the World's Fair, for the four months commencing July 1, 1893, there was a total of 2,454,840 signal movements, and approximately only one stop was recorded for every 52,530 signal movements, that was due to other causes than train in block and open switches.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition and are generally suited to the requirements.

Extensive and complete shops for general repairs have recently been constructed at Burnside, within the city limits of Chicago.

EQUIPMENT.

The equipment is maintained in first class condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The diverse conditions affecting the several lines of this Company in Illinois are such as do not warrant a uniform standard of excellence common to the main lines and branches. The standards are based upon the character and volume of the traffic of the respective lines.

Generally speaking, the system shows improvement in its physical condition since the inspection of 1893; some of the roads being maintained in first class condition.

The most recent important changes and improvements noticeable, are in the completion of the elevated roadway between Fifty-first street and Sixty-seventh street, Chicago. This work was begun in June 1892, and completed in time to abolish all highway grade crossings in the vicinity of Jackson Park prior to the opening of the Columbian Exposition, and it is of a permanent character of construction throughout. Between the points mentioned the roadbed was raised about 10½ feet and made sufficient in width to accommodate ten tracks. At the street intersections plate girder bridges, resting on iron columns and masonry abutments, enable passing the streets and footwalks beneath the tracks.

The importance of this work as affecting the public safety has been tested, and had the tracks remained at the old grade, the conditions which subsequently existed would have rendered it almost impossible for vehicles or pedestrians to have crossed the tracks without the most fatal results. The estimated cost of this work was approximately $1,400,000.00, and the sagacity and energy manifested in the inception and execution of this work, including the new Twelfth Street Passenger Station, were very notable.

ST. LOUIS, CHICAGO AND ST. PAUL RAILROAD.

The main line of the St. Louis, Chicago and St. Paul Railroad extends from Springfield southerly to Lockhaven, Alton and Kinders, (Granite City) near East St. Louis, at which point connection is made with the St. Louis Merchants' Terminal Railway. This company also operates a branch line extending from Lockhaven on the main line northwesterly to Grafton.

The system is composed entirely of single track railroad of 4 feet 8½ inches gauge.

Miles of Main line, Springfield to Granite City	103.31
Miles of branch line, Lockhaven to Grafton	8.40
Miles of line operated	111.71

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width. With the exception of eleven miles the line is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES AND CURVATURE.

With the exception of one grade of 75 feet to the mile, in the vicinity of Newbern, the grades are generally light. Twenty-three and thirty one-hundredths miles is level track. The curvature on the main line is generally light, not exceeding 6 degrees per one hundred feet. The total curvature of the line aggregates in length 15.75 miles. The remaining mileage is tangent line.

BRIDGES.

The several classes of bridge structures are of standard design, classified as follows:

Number of Structures.	Material of Structure.	Length—Lineal feet.
5	Having combination trusses	485.00
204	Wooden trestle structures	13,540.00
209		14,025.00

During the past year, the bridges have received extensive and substantial repairs. Three thousand six hundred lineal feet of trestle bridges have been replaced by earth embankments.

CROSS TIES.

The cross ties are of several varieties of oak of standard dimensions, 6 inches by 8 inches by 8 feet long, laid 2,800 to the mile. The renewals have been sufficient to maintain them in very fair condition. A considerable proportion of the line (30.5 miles) is of new construction, requiring no new ties for maintenance.

TRACK RAILS.

The rails on the main line are steel, weighing 60 pounds and 70 pounds to the lineal yard, as follows:

60 lb. steel	80.31 miles
70 lb. steel	23.00 "

On the branch line between Lockhaven and Grafton, 3.18 miles is laid with steel weighing 56 pounds to the lineal yard, and 5.22 miles laid with iron rails of the same weight.

The rails on the main line are generally in very good condition and on the branch line they are in fair condition.

JOINT FASTENINGS.

The joint fastenings are 22 inch and 26 inch angle plates well adapted to the weight and section of the rails and having four bolts to each joint. Nut locks are not generally used.

BALLASTING.

A small proportion of the main line is ballasted with broken stone, as follows:

Broken stone	11.50 miles
Earth roadbed	91.81 "

On the branch line between Lockhaven and Grafton the roadbed parallels the Mississippi River at the foot of almost continuous limestone bluffs. Some of the stone is of good quality for ballasting and so eligible that the cost of ballasting the road would average very much less per mile than under ordinary conditions.

INTERLOCKING.

The crossing of the Wabash Railroad at Curren is equipped with an interlocking device of twelve levers capacity, approved by the Commission February 6, 1894.

The crossing of the St. Clair, Madison and St. Louis Belt Railway at Alton is also equipped with a similar device of twenty-four levers capacity, approved by the Commission April 26, 1894.

STATIONS AND BUILDINGS.

The stations and buildings are maintained in good condition, generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

At the time of the inspection last year, many of the bridges were in poor condition, needing immediate and important repairs.

The necessity of establishing a higher standard of maintenance was manifest to the officers of the road and at that time extensive repairs were under way.

The appointment of a Receiver has resulted favorably, as the property has been greatly improved under his management. Fourteen and six-tenths miles of new line have been built between Curran and Springfield, also terminal facilities established within that city. The line has also been extended from Alton southerly to Granite City near East St. Louis sixteen and five-tenths miles, connecting with the St. Louis Merchants' Terminal Railway. Extensive repairs have been made to bridges, and 3600 lineal feet to trestle structures have been replaced with earth embankments. Eleven and fifty one-hundredths miles have been ballasted, and generally the line and surface of the track is very much better than last year.

The improvements made during the year will doubtless prove to be true economy in the future operation of the road.

LAKE ERIE AND WESTERN RAILROAD.

The line of the Lake Erie & Western Railroad in Illinois extends from the Junction of the Peoria & Pekin Union Railway on the east side of the Illinois river opposite the city of Peoria, easterly to the Indiana-Illinois State line.

Miles of roadway owned	118.60

The line is composed entirely of single track railroad of 4 feet, 8½ inches gauge.

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, ninety-two per cent. of which is fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and enbankments are of standard dimensions.

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 40 feet to the mile. Nineteen and five-tenths miles are level.

The maximum curvature is 3 degrees per 100 feet. There are 63 curves aggregating in length 18.87 miles and 99.73 miles of tangent line.

BRIDGES.

The several classes of bridge structures are of standard design, maintained in good condition. They are classified as follows:

Number of structures.	Material of Structure.	Length, lineal feet.
7	Stone arches	51.00
3	Iron plate girders	106.00
1	Wooden truss bridge	265.00
132	Wooden trestle bridges	14,839.00
143		15,261.00

CROSS TIES.

The cross ties are principally of white oak, of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. The renewals during the past year have been 39,678, or an average of 336 new ties per mile per annum. The ties are maintained in fair condition.

TRACK RAILS.

The track rails are composed of steel, weighing 56 lbs. and 60 lbs. to the lineal yard, generally in very fair condition, laid as follows:

56 lb. steel	80.47	miles
60 lb. steel	38.13	"

JOINT FASTENINGS.

The joint fastenings are 22-inch angle plates, well adapted to the weights and sections of the rails, and having four bolts to each joint. The Verona nut lock is used.

BALLASTING.

Part of the line is lightly ballasted with gravel and cinders, as follows:

Gravel	20.0	miles
Cinders	2.5	"
Earth roadbed	96.1	"

INTERLOCKING.

The crossing of the Chicago & Eastern Illinois Railroad at Hoopeston is protected with an interlocking device of 22 levers capacity, approved by the Commission, and permits issued for its operation September 27, 1892.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The road is maintained in fair condition and shows improvement since the inspection of 1893. The most important work now in progress is at the crossing of the Mackinaw River. The bridge now erected over this river consists of two deck Howe trusses, 265 feet long, with a wooden trestle approach, on each end of the bridge proper, 45 feet high.

A systematic plan of establishing a permanent roadway at this point has been adopted. The trestle approaches are gradually being filled, the general plan being to fill them at the rate of one-third of the required height for finished roadway each year for three years. At the time of the inspection the second year's work was in progress. Work is also in progress putting in suitable stone piers for the support of the new steel bridge to be erected in the place of the wooden structure now in service. The work already done should enable its completion next year, and it is a most important improvement

PEORIA AND EASTERN RAILWAY.

The Peoria & Eastern Railway—the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, lessee—extends from Pekin easterly to the Indiana-Illinois state line.

The company has trackage privileges over the Peoria & Pekin Union Railway, between Pekin and Peoria, 9.02 miles. The line is composed entirely of single track railroad of 4 feet 8½ inches guage.

Miles of main track owned in Illinois	122.84
Miles of main track leased in Illinois	9.02
Miles of road owned and leased in Illinois	131.86

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width, all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES AND CURVATURE.

The grades on the line are generally light. A most important grade as affecting the movement of traffic in the vicinity of the Vermilion River near Danville, averaging about 67 feet to the mile, has been avoided by the construction of four miles of new line, of better alignment and easier grades. Forty-three and eight-tenths miles of the line are level. The curvature is light, not exceeding 4 degrees per 100 feet. The curvature in the line aggregates in length 12.44 miles. The remaining 110.40 miles is tangent line.

BRIDGES.

The several classes of bridge structures are of standard design, maintained in good condition. They are classified as follows:

Number of Structures	Material of Structure.	Length—Lineal feet.
3	Stone	70 00
12	Iron	2,295 00
1	Steel viaduct	1,285 00
60	Wooden trestle structures	6,048 00
76		9,698 00

The most important structure on the line in Illinois is at the crossing of the Vermilion River on the new cut off line constructed this year, which is a steel viaduct composed of

16 spans of 30 feet each	480 00 feet
13 " 45 "	585 00 "
2 " 110 "	220 00 "
Total length of structure	1,285 00 "

The greatest height of the bridge is 90 feet above the bed of the river, and it is the second longest structure of that character of construction in Illinois.

CROSS TIES.

The cross ties are white oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2.992 to the mile. They are maintained in good condition. The renewals for the past four years have been as follows, averaging 584 new ties per mile per annum:

1891	98,736
1892	64,270
1893	56,133
1894	65,900

TRACK RAILS.

The rails are steel, weighing 60 lbs. and 67 lbs. to the yard as follows:

60 lbs. steel	109.71 miles
67 lbs. steel	13.13 "

The rails are generally in good condition, of which 4.68 miles were laid with new steel in 1894.

JOINT FASTENINGS.

The joint fastenings on the 60 lb. steel are 24 inch angle plates, having four bolts to each joint; on the 67 lb. steel 30 inch angle plates are used, having six bolts to each joint. The Verona nut lock is used.

BALLASTING.

With the exception of 5.34 miles of earth roadbed, the line is lightly ballasted with gravel, of which 8½ miles were ballasted this year.

STATIONS AND BUILDINGS.

The stations and buildings are maintained in good condition, and are generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10. Description of Equipment, Report of Commission.

CONCLUSION.

The road is maintained in very good condition and shows improvement since the inspection of 1893. The most important change made during the year is at the crossing of the Vermilion river, to which reference has already been made.

CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS RAILROAD SYSTEM.

The main line of the Cleveland, Cincinnati, Chicago and St. Louis Railroad extends from East St. Louis northeasterly across the State to the Illinois-Indiana State line 181.19 miles.

This Company operates several lines in Illinois, as follows:

CAIRO DIVISION.

Extending from Tilton on the line of the Wabash Railroad, three miles southeast from Danville, Vermilion County, southerly to Cairo, 259 miles.

CHICAGO DIVISION.

Extending from Kankakee southeasterly to the Indiana-Illinois State line, 33.05 miles.

KANKAKEE AND SENECA RAILROAD.

Extending from Kankakee northwesterly to Seneca on the Illinois River, 42.08 miles.

ALTON BRANCH.

Extending from Wann Junction on the main line northwesterly to Alton, 4.30 miles.

Total miles of roadway operated in Illinois	519.62 miles

The gauge of the track on all of the lines is uniformly 4 feet 8½ inches, of which 2.75 miles is double track. The characteristics of the main line, which was inspected this year, are as follows:

RIGHT OF WAY AND FENCING.

The right of way is generally one hundred feet in width, all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 52.8 feet to the mile. Forty-two miles of the line are level.

The maximum curvature is 4 degrees per one hundred feet. There are 54 curves, aggregating in length 18.76 miles.

BRIDGES.

The several classes of bridge structures are of standard design and thoroughly well maintained, the construction being of a permanent character. At eighty-five openings stone arches have been constructed, and fifty small openings are provided with iron pipes for waterways. The bridges are classified as follows:

Number of Structures.	Material of Structure.	Length—Lineal feet.
6	Having iron trusses	1,057
8	" iron plate girders	451
89	" wooden trestle structures	4,485
103		5,993

CROSS TIES.

The cross ties are of white oak of standard dimensions, 6 inches x 8 inches by 8 feet long, laid 3,200 to the mile. The renewals for the past three years have been as follows:

1892	106,439
1893	114,372
1894	75,000

An average of 544 new ties per mile per annum, which is sufficient to maintain them in excellent condition. The renewal of the ties is above the average normal percentage required, and which must be partially attributed to the very much higher standard to which this property has been brought within the past few years, requiring an unusual increase in this item of maintenance.

TRACK RAILS.

The rails are of steel, weighing 65 lbs., 67 lbs. and 80 lbs. to the lineal yard, as follows.

65 lb. steel	119.69
67 "	29.50
80 "	32.00

The rails generally are in first-class condition, eight miles of 80-lb. new steel was laid during the past year, this weight having been adopted as a standard.

JOINT FASTENINGS.

The joint fastenings are respectively 30 inches and 36 inches in length; having six bolts to each joint. The joints are completely equipped with suitable nut locks.

BALLASTING.

The ballasting consists of broken stone and gravel laid in ample quantities to insure first-class roadbed.

Broken stone	4.5 miles
Gravel	177.19 miles

Of which 21 miles were ballasted this year.

INTERLOCKING.

The following grade crossings are protected with interlocking devices approved and in operation under the authority of the Commission.

Location.	Crossing.	Number of Working Levers	Date of Permit.
Tower Hill	B. & O. S. W.	12	Dec. 2, 1890
Kansas	C. & O. R.	17	Sept. 13, 1892
Paris	T. H. & P.	27	Oct. 18, 1892
Windsor	Wabash	14	Mch. 29, 1893
Litchfield	Wabash C. P. & St. L. J. L. & St. L.	48	Aug. 22, 1893

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition generally suited to the requirements.

Quite complete repair shops are located at Mattoon.

EQUIPMENT.

The equipment is maintained in first-class condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The roadway is maintained in first class condition throughout, well adapted to the fast and heavy traffic. One of the features noticeable is in the permanent character of the construction of the new bridge structures.

Note—Other duties prevented our accompanying the Commission on the inspection of this year, our report is therefore based upon the information furnished last year.

ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD.

The St. Louis, Vandalia & Terre Haute Railroad in Illinois—the Terre Haute & Indianapolis Railroad Company Lessee—extends from East St. Louis easterly across the State to the Indiana-Illinois State line.

Miles of main line operated in Illinois	158.30 miles.

The line is composed entirely of single track railroad of 4 feet 9 inches gauge.

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width, all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES AND CURVATURE.

The grades are generally light, the maximum not exceeding 52.8 feet to the mile. Of the miles of roadway in this State, 37.03 miles are level.

The maximum curvature is 4 degrees per 100 feet. There are 83 curves aggregating 24.05 miles in length. One hundred and thirty-four and twenty-five-hundredths miles is tangent line.

BRIDGES.

The several classes of bridge structures are of standard design and thoroughly well maintained. They are classified as follows:

Number of Structures.	Material of Structure.	Length—lineal feet.
1	Iron plate girder	90
3	Iron truss bridges	690
2	Wooden truss bridges	390
70	Wooden trestle bridges	9,410
76		10,580

CROSS TIES.

The cross ties are of white oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 3,000 to the mile. The renewals of ties for the past four years have been as follows:

1891	73,403
1892	73,256
1893	59,836
1894	56,160

Averaging 65,164 renewals per year, or 412 new ties per mile. This number of new ties per mile per annum insures first class maintenance, being 13.7 per cent., or allowing for each tie an average useful life of a little over seven years.

TRACK RAILS.

The rails are entirely of steel, weighing 60 lbs. and 70 lbs. to the lineal yard, as follows:

60 lb. steel	108.26 miles
70 lb. steel	50.01 "

Three and one-half miles of the 70 lb. steel rails were laid this year, and, generally speaking, the rails on the system are in good condition. A new standard section of rail, weighing 85 lbs. to the lineal yard, has been adopted, and at the time of the examination made this year the officials contemplated laying ten miles of this weight before the close of the season, replacing a like distance now laid with 60 lb. steel.

JOINT FASTENINGS.

The joint fastenings are 26-inch angle plates, weighing 38 lbs. to the pair, well adapted to the weights and sections of the rails, and having four bolts to each joint. The joints are completely equipped with the Verona nut lock.

BALLASTING.

The road is completely ballasted with broken stone and gravel, laid in sufficient quantities to insure first class roadbed.

Gravel	120.0 miles
Broken stone	38.3 "

During the past year, twenty-nine miles of the line have been reballasted with gravel. The gravel is of excellent quality, obtained in ample quantities from a gravel bank located in Indiana near the Wabash river, and adjacent to the line of road.

INTERLOCKING.

The crossing of the Cairo Division of the Cleveland, Cincinnati, Chicago & St. Louis Railway, at Marshall Junction, is protected by an interlocking device of 12 levers capacity, which was approved by the Commission and permits issued for its operation April 13, 1893. At St. Elmo plans have been submitted and approved for the installation of an interlocking device at the proposed crossing of the Chicago, Paducah & Memphis Railroad, now in process of construction.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition, and are generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in excellent condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The most important improvement noticeable since the inspection of 1893 is the reballasting of about thirty miles of the line. The roadway is maintained in first class condition throughout, and is well adapted to the fast and heavy traffic.

TERRE HAUTE AND PEORIA RAILROAD.

The Terre Haute & Peoria Railroad—the Terre Haute & Indianapolis Railroad Company lessee—extends from Farrington, near the Indiana-Illinois state line, on the line of the St. Louis, Vandalia & Terre Haute Railroad, northwesterly to Peoria. Of this mileage 7.5 miles, between Hervey City and Illinois Midland Junction, is owned jointly with the Peoria, Decatur & Evansville Railway, and from Illinois Midland Junction to Maroa, 13.2 miles, this company has trackage privileges over the main line of the Illinois Central Railroad, and from Farmdale to Peoria trackage privileges over the Toledo & Western Railroad, 5.1 miles.

Miles of roadway owned in Illinois	135.10
Miles of trackage rights	30.90
Total mileage operated	166.00

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width, nearly all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions.

GRADES AND CURVATURE.

There are many grades on the line, the maximum being 74 feet to the mile. The original construction of this line (Illinois Midland Railroad) was of such a character that many short grades exist. Considerable

work is now in progress improving the gradients with a view of establishing 26 feet to the mile as the maximum. Thirty-four and two-tenths miles are level. The curvature is generally light, the maximum not exceeding 5 degrees per 100 feet. There are 84 curves, aggregating in length 18.26 miles, and 116.84 miles of tangent line.

BRIDGES.

The several classes of bridge structures are of standard design. During the past two years very extensive repairs have been made. The bridges are classified as follows:

Number of Structures.	Material of Structure.	Length—Lineal feet.
2	Iron truss bridges	349.00
173	Wooden trestle bridges	13,485.00
175		13,834.00

Of the wooden trestle bridges, 10,327 lineal feet have been rebuilt since 1892, and in addition 70 small openings, including a number of small trestle openings and culverts, have been provided with iron pipe, for waterways.

CROSS TIES.

The cross ties are of several varieties of oak of standard dimensions, 6 inches x 8 inches x 8 feet long, laid 2,800 to the mile. The renewals for the past two years have been 273,000, averaging 1,011 per mile or 34.8 per cent. This unusual percentage of renewals was made necessary by the conditions existing at the time the property was leased to the Terre Haute & Indianapolis Railroad Company, in October, 1892.

TRACK RAILS.

The rails are composed of steel weighing 56 lbs. and 70 lbs. to the lineal yard as follows:

56 lbs. steel	183.48
70 lbs. steel	1.61

They are generally in fair condition.

JOINT FASTENINGS.

The joint fastenings are principally 20 inch fish plates, having four bolts to each joint. During the past year 3,250 pairs of suitable angle plates have been put in the track, replacing a like number of fish plates, very much improving the general condition of the joints. The Verona nut lock is quite generally used.

BALLASTING.

With the exception of cinder ballast laid through some of the excavations, the roadway is composed entirely of earth.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in fair condition, generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in good condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The road has been very much improved during the past two years. Manifest effort has been made to place the property in safe operating condition, and the additions and betterments already referred to, indicate that this work has been prosecuted with energy. The further improvements contemplated have been temporarily delayed by the recent general business depression, but which will doubtless be completed as soon as the conditions justify further action.

FULTON COUNTY.

The line of the Fulton County Railway extends from the west bank of the Illinois river opposite the city of Havana northerly to Galesburg.

Miles of Roadway operated	61.00 miles

The line is composed entirely of single track roadway of 3 feet gauge.

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width, 90 per cent. of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments were originally constructed for 3 feet gauge, but up to the present time considerable work has been done in widening them so as to accommodate a track of standard gauge.

GRADES AND CURVATURE.

The maximum gradient is 83 feet to the mile. Other than this exception, the grades are generally light and not of great length. Twenty miles of the line are level.

The maximum curvature is 16 degrees. The aggregate length of the curves is 19.47 miles, and 41.53 miles is tangent line.

BRIDGES.

The construction of the several classes of bridge structures are of two different standards. Many of the bridges are built in accordance with designs usually adopted for narrow gauge railroads, but all reconstruction of bridges are of the standards adopted for railroads of 4 feet 8½ inches gauge. The bridges are classified as follows:

Number of Structures.	Material of Structure.	Length, lineal feet.
3	Combination Trusses	350
92	Wooden trestle bridges	10,950
95		11,300

Some of the bridges have not received the necessary maintenance repairs, but at the time of the examination considerable work was in progress, 500 new piles having been driven during the past year.

CROSS TIES.

The cross ties are of several varieties of oak, of which 50 per cent. are second class ties. Of the ties now in service, 80 per cent. are standard size, 6 inches by 8 inches by 8 feet long. About 28,000 new ties have been put in the track this season, averaging 460 to the mile. The ties average 2,800 to the mile and they are in very fair condition.

TRACK RAILS.

The rails are of iron weighing 35 lbs. to the lineal yard, generally in very fair condition.

JOINT FASTENINGS.

The joint fastenings are both fish plates and angle bars 18 inches in length, well adapted to the weight and section of the rails, and having four bolts to each joint. No nut lock is used.

BALLASTING.

There is no ballasting on the line, the roadway being composed entirely of earth.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in fair condition, and are generally suited to the requirements.

EQUIPMENT.

Equipment is maintained in fair condition. A detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The roadway shows improvement since the inspection of 1893. The work now being done is with a view of changing the gauge of the road from 3 feet to 4 feet 8½ inches, which when done will doubtless prove beneficial to the interests involved, this being the only narrow gauge line now in operation in this State.

WABASH RAILROAD.

LINES WEST OF SPRINGFIELD.

The lines of the Wabash Railroad in Illinois as above designated comprise 233.10 miles of roadway, as follows:

Springfield to Hannibal	100.00	miles
Pittsfield Junction to Pittsfield	6.10	"
Bluffs to Elvaston	67.00	"
Clayton to Camp Point	6.00	"

This company has trackage privileges over the Toledo, Peoria & Western Railroad between Elvaston and Keokuk, 6.5 miles; also trackage privileges over the Chicago, Burlington & Quincy Railroad between Camp Point and Quincy, 21.8 miles.

The system is composed entirely of single track roadway of 4 feet 8½ inches gauge.

RIGHT OF WAY AND FENCING.

The right of way is generally 100 feet in width, nearly all of which is suitably fenced.

EXCAVATIONS AND EMBANKMENTS.

The excavations and embankments are of standard dimensions for single track roadway.

GRADES AND CURVATURE.

There are several important grades between Griggsville and Kinderhook on the line to Hannibal, the maximum being 116.2 feet to the mile.

The curvature is light, the maximum not exceeding 8 degrees per 100 feet.

BRIDGES.

The several classes of bridge structures are of standard designs, maintained in good condition, and classified as follows:

Iron structures	3,986.5 lineal feet
Wooden truss	156.0 "
Wooden trestle bridges	18,028.0 "
Total	22,170.5 lineal feet

TRACK RAILS.

With the exception of some iron rails, weighing 56 lbs. to the lineal yard, still in service on the line between Elvanston and Bluffs, the rails are of steel weighing 60 and 63 lbs. to the lineal yard, generally in good condition.

JOINT FASTENINGS.

Both angle and fish plates are used which are well adapted to the weights and sections of the rails.

BALLASTING.

The line between Springfield and Hannibal is lightly ballasted with gravel, broken stone, slag and sand. Of the other lines, the roadbed is principally of earth.

INTERLOCKING.

The crossing of the Chicago & Alton and Chicago, Peoria & St. Louis Railroads at Jacksonville is protected by an interlocking device of 36 working levers, approved by the Commission, and permits issued for its operation June 9, 1893.

Also the crossing of the St. Louis, Chicago & St. Paul Railroad at Curran is protected with a similar device of 10 working levers, approved by the Commission and permits issued for its operation Feb. 6 1894.

STATIONS AND BUILDINGS.

The passenger stations and buildings are maintained in good condition, and are generally suited to the requirements.

EQUIPMENT.

The equipment is maintained in good condition; a detailed statement of its classification will be found in Table 10, Description of Equipment, Report of Commission.

CONCLUSION.

The main line between Springfield and East Hannibal is maintained in very good condition. Of the other lines their condition is doubtless maintained at as high a standard as the character and volume of the business justifies.

The information furhished by this company last year with reference to the composition of the roadway of the lines operated in Illinois was of such a general character that, of the lines west of Springfield which were examined this year, it was impossible to segregate the details so as to enable more specific statements.

TABLES.

TABULATED STATISTICS.

Attention is called to the following statistical tables, which give information on the following subjects, to-wit:

Table	I.	Classification of Railroads and Mileage.
Table	II.	Railway Capital at the close of the year ending June 30, 1894.
Table	III.	Income Account, Entire Line.
Table	IV.	Earnings and Income in Illinois.
Table	V.	General Expenditures in Illinois.
Table	VI.	Passenger and Freight Traffic in Illinois.
Table	VII.	Classified Freight Traffic in Illinois.
Table	VIII.	Employés and Salaries in Illinois, and Entire Line.
Table	IX.	Average Daily Compensation of Employés in Illinois.
Table	X.	Description of Equipment, Entire Line.
Table	XI.	Rails, Ties, Ballast, Bridges, Etc., in Illinois.
Table	XII.	Consumption of Fuel by Locomotives in Illinois.
Table	XIII.	Accidents in Illinois.
Table	XIV.	Taxes paid in Illinois in 1892, 1893 and 1894.

COMPARATIVE TABLES.

I TO XIV INCLUSIVE.

"A."

TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

The railroad mileage in this State on June 30, 1894, was as follows:

	Miles.	Miles.
Main line and branches	10,354.67	
Second, third, fourth and additional tracks	1,369.21	
Yard track, sidings, etc.	4,345.28	
Total	.....	16,069.16

"B."

The following is a comparison with the mileage for the year ending June 30, 1893:

	Main Line.	Second, third and fourth tracks.	Sidings, Etc.	Total.
1893	10,314.79	1,300.61	3,435.63	15,051.03
1894	10,354.67	1,369.21	4,345.28	16,069.16
Increase	39.88	68.60	909.65	1,018.13
Per cent. of increase	.39	5.27	27.06	6.76

The new road built during the year was 41.69 miles, being a decrease as compared with the previous year of 34.15 miles, or 4.4503 per cent.

Illinois still leads all the states in the Union in the total railway constructed and in operation, having 10,354.67 miles—18.10 miles of road per 100 square miles of territory and 36.+ miles of road per 10,000 inhabitants.

TABLE II. RAILWAY CAPITAL AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1894.

The railway capital of the roads doing business in the State of Illinois is as follows:

Capital stock	$917,815,756	
Funded debt	1,104,719,927	
Current liabilities	90,041,032	
Total	.....	$2,112,576,715
Capital stock per mile of road	$22,113	
Funded debt per mile of road	26,609	
Current liabilities per mile of road	2,169	
Total	.....	$50,891

An examination of this table shows that the proportion of capital stock to the total railway capital is 43.44 per cent., the proportion of funded debt to the total railway capital is 52.29 per cent., and the proportion of current liabilities to the total railway capital is 4.27 per cent.

The decrease in the total railway capital as compared with last year is $21,388,878.

TABLE III. INCOME ACCOUNT—ENTIRE LINE.

The following statistics are gathered from this table:

Gross earnings from operation	$282,762,993
Operating expenses	191,140,759
Income from operation	91,632,234
Total income from other sources	12,056,936
Total income	103,689,170
Expenses assignable to fixed charges	84,332,468
Net income (43 roads)	26,169,958
Net deficit (36 roads)	6,687,875

Fifteen operating and ten leased or subsidiary roads paid dividends during the year amounting to $25,321,752.

In 1893 twenty-one operating and five leased or subsidiary roads paid dividends amounting to $28,712,961.

The dividends during the year ending June 30, 1894, show a decrease of $3,391,209, or 11.81 per cent.

Name of Company.	1893.	Per cent. on Com. Stock.	Per cent. on Pref. Stock.
Belt Railway of Chicago	$72,000 00	6	.....
Chicago and Alton	1,216,590 00	8	8
Joliet and Chicago	105,000 00	7	.....
Mississippi River Bridge	35,000 00	7	.....
Chicago and Eastern Illinois	283,986 00	6	.....
Chicago and Western Indiana	300,000 00	6	.....
Chicago and Northwestern	3,906,561 00	6	7
Chicago, Burlington and Quincy	3,820,221 00	5	.....
Chicago, Milwaukee and St. Paul	3,589,666 00	4	3.5
Chicago, Rock Island and Pacific	1,846,232 00	4	.....
Peoria and Bureau Valley	120,000 00	8	.....
Chicago Great Western	379,080 00	.....	4
Cleveland, Cincinnati, Chicago and St. Louis	1,340,000 00	5	5
Illinois Central	2,500,000 00	5	.....
Lake Erie and Western	592,000 00	.....	5
Lake Shore and Michigan Southern	3,023,340 00	6	10
Louisville, Evansville and St. Louis Consolidated	259,700 00	7	.....
Michigan Central	1,030,601 00	7.5	.....
Joliet and Northern Indiana	24,000 00	8	.....
New York, Chicago and St. Louis	150,000 00	.....	3
Pittsburgh, Cincinnati, Chicago and St. Louis	906,389 00	.....	4
Rock Island and Peoria	75,000 00	5	.....
St. Louis Southern	23,000 00	5	.....
St. Louis Bridge	239,400 00	3	6
St. Louis, Vandalia and Terre Haute	216,258 00	.....	14
Pittsburgh, Ft. Wayne and Chicago	2,394,577 00	7	7
Total	$28,712,961 00	.....	.....

Name of Company.	1894.	Per cent. on Com. Stock.	Per cent. on Pref. Stock.
Chicago and Alton	$1,631,418	8	8
Joliet and Chicago	105,000	7	.....
Mississippi River Bridge	21,000	7	.....
Chicago and Eastern Indiana	286,914	.....	6
Chicago and Western Indiana	300,000	6	.....
Chicago and Northwestern	3,906,594	6	7
Chicago, Burlington and Quincy	4,100,135	5	.....
Chicago, Milwaukee and St. Paul	3,647,521	4	7
Chicago, Rock Island and Pacific	1,846,232	4	.....
Peoria and Bureau Valley	135,000	.....	9
Cleveland, Cincinnati, Chicago and St. Louis	500,000	.....	5
Illinois Central	2,500,000	5	.....
Lake Erie and Western	592,060	.....	5
Lake Shore and Michigan Southern	3,021,340	6	10
Louisville, Evansville and St. Louis Consolidated	609	7	.....
Michigan Central	1,030,601	5.5	.....
Joliet and Northern Indiana	24,000	8	.....
Mobile and Ohio—			
St. Louis and Cairo	16,250	4	.....
New York, Chicago and St. Louis	200,000	.....	4
Pittsburgh, Cincinnati, Chicago and St. Louis	909,312	.....	4
Rock Island and Peoria	75,000	5	.....
St. Louis, Alton and Terre Haute—			
Belleville and Southern Illinois	102,000	.....	8
St. Louis Southern	23,000	5	.....
Terminal Railroad Association of St. Louis—			
St. Louis Bridge	239,400	.....	6 and 5
Terre Haute and Indianapolis—			
St. Louis, Vandalia and Terre Haute	108,129	.....	7
Total	$25,321,752	.....	.....

TABLE IV. EARNINGS AND INCOME IN ILLINOIS.

The earnings and income in Illinois are shown in the following:

Passenger department—		
Passenger revenue	$21,992,111	
Mails	1,529,205	
Express and extra baggage	1,445,866	
Total, including miscellaneous	.....	$25,914,078
Freight department—		
Freight revenue	$42,381,602	
Total, including miscellaneous	.....	42,572,404
Other earnings from operation	.....	2,760,461
Total earnings from operation	.....	$71,246,953
Income from property owned but not operated	.....	6,261,584
Total earnings and income	.....	$77,508,537

The following additional facts are shown in this table:

Revenue per passenger per mile, cents	2.312
Passenger earnings per train mile, dollars and cents	85.309
Proportion of passenger earnings to total earnings, per cent	36.96
Revenue per ton of freight per mile, cents	1.213
Freight earnings per train mile, dollars and cents	1.48
Proportion of freight earnings to total earnings, per cent	60.37
Total earnings per train mile, dollars and cents	$1.24.952
Proportion of total earnings to total income, per cent	91.92
Proportion of income from property owned but not operated to total income, per cent	8.08

In arriving at the above averages, per cents, etc., only those roads which have made complete detailed reports are taken into consideration.

In the passenger department, these figures show an increase over those of last year of $2,836,948 or 14.98 per cent. in the receipts from passengers; a decrease in the receipts from mails of $29,959 or 1.53 per cent.; a decrease in the receipts of express and extra baggage of $17,137 or 1.17 per cent., and an increase in total receipts from passenger department of $2,777,983 or 12.07 per cent.

In the freight department there is a decrease from last year in the receipts from freight department of $9,739,670 or 18.60 per cent.

The receipts from miscellaneous sources of operation show a decrease from the receipts of last year of $493,014 or 10.51 per cent.

The total earnings from operation show a decrease over the receipts of last year of $7,454,691 or 9.47 per cent., and the total earnings and income show a decrease of $8,314,615 or 9.70 per cent.

The following table gives a comparison of the earnings of the passenger and freight departments in Illinois for the last four years:

Year.	Passenger.	Freight.
1891	$19,654,807 61	$16,131,025 92
1892	21,091,833 60	52,082,468 20
1893	23,136,095 00	52,312,074 00
1894	25,914,078 00	42,572,404 00

TABLE V.—GENERAL EXPENDITURES IN ILLINOIS.

The total expenditures in Illinois for the year were $71,463,367, divided as follows: Operating expenses, $47,871,981, or 66.98 per cent. of the total, and fixed charges, $23,591,386, or 33.02 per cent. of the total.

The operating expenses for the year are divided as follows:

Maintenance of way and structures	$8,300,797 00
Maintenance of equipment	7,154,005 00
Conducting transportation	28,080,078 00
General expenses	4,337,101 00
Total	$47,871,981 00

This table also shows the following:

	Per cent. of total operating expense.	Per cent. assignable to passenger traffic.	Per cent. assignable to freight traffic.
Maintenance of way and structures	17.13	36.79	63.21
Maintenance of equipment	14.95	30.72	69.28
Conducting transportation	58.66	31.64	68.36
General expenses	9.06	38.75	61.25
Total	100.00	34.13	65.87

Proportion of operating expenses to operating income, 78.04 per cent.

These figures show a decrease from amount of operating expenses of last year of $7,338,781, or 13.29 per cent.

The following is a comparison of the operating expenses in Illinois for the last four years:

1891	$45,135,045 19
1892	50,457,276 36
1893	55,210,762 00
1894	47,871,981 00

The fixed charges are divided as follows:

Interest	$14,873,554 00
Rents	2,777,598 00
Taxes	3,559,922 00
Miscellaneous	2,380,312 00
Total	$23,591,386 00

Summary and deductions from this table:

Average cost of carrying one passenger one mile, cents	2.619
Cost of running passenger train one mile, cents	75.605
Cost of carrying one ton of freight one mile, cents	.91688
Cost of running freight train one mile, dollars and cents	1.29.258
Average cost per train mile of all trains earning revenue, cents	82.248

Additional results deduced from Tables IV and V for year ending June 30, 1894:

Passenger service—	
Revenue per passenger per mile, cents	2.312
Average cost of carrying passenger one mile, cents	2.619
Difference, cents	.307
Revenue per train mile, passenger trains, cents	85.309
Average cost of running a passenger train one mile, cents	75.605
Difference, cents	9.704
Freight service—	
Revenue per ton of freight per mile, cents	.01213
Average cost of carrying one ton one mile, cents	.0091668
Difference	.0029632
Revenue per train mile, freight trains, dollars and cents	1.48
Average cost of running a freight train one mile, dollars and cents	1.29
Difference, cents	.49

TABLE IV.—PASSENGER AND FREIGHT TRAFFIC IN ILLINOIS.

This table shows the following:

Passenger traffic—	
Number of passengers carried earning revenue	83,281,655
Number of passengers carried one mile	1,577,372,319
Average distance carried, miles	26.84
Average amount received from each passenger, cents	54.854
Passenger earnings per mile of road	$9,321 00
Freight traffic—	
Number of tons carried earning revenue	56,726,687
Number of tons carried one mile	6,050,197,710
Average distance haul of one ton, miles	83.69
Average amount received for each ton, cents	78.489
Freight earnings per mile of road	$11,129 00
Gross earnings from operation per mile of road	$6,881 00
Expenses per mile of road	4,623 00
Net earnings per mile of road	$2,258 00

Comparative summary of passenger and freight service for the year ending June 30, 1894, and June 30, 1893:

Item.	1894.	1893.	Increase.	Decrease.
Passengers carried	83,281,655	45,574,517	37,707,138	.....
Passengers carried one mile	1,577,372,319	907,958,340	669,413,979	.....
Passengers carried one mile per mile of line	152,334	88,025	64,309	.....
Tons carried	56,726,687	61,769,857	.....	5,043,170
Tons carried one mile	6,050,197,710	5,550,810,577	499,387,133	.....
Tons carried one mile per mile of line	584,295	538,141	46,154	.....
Passenger train mileage	21,610,617	20,192,442	1,418,175	.....
Average number of passengers in train	73	45	28	.....
Average journey per passenger, miles	26.84	25.92	.92	.....
Freight train mileage	31,532,473	32,112,428	.....	579,955
Average number of tons in train	191.87	172.93	18.94	.....
Average haul per ton, miles	83.69	89.89	.....	6.20

The great increase in number of passengers carried is due to the fact that there is included in the report for this year a full statement of passengers carried by the elevated railroads, and also on account of the increase of passenger trains during the first few months of the past fiscal year incident to the closing period of the World's Fair at Chicago.

Comparative summary of results deduced from Tables IV, V and VI for the years ending June 30, 1894, 1893, 1892 and 1891:

Item.	1894.	1893.	1892.	1891.
Revenue per passenger per mile, cents	2.312	2.409	2.0935	2.1671
Average cost of carrying one passenger one mile, cents	2.619	2.386	1.9153	1.9580
Revenue per ton of freight per mile, cents	1.213	.931	.8618	.8775
Average cost of carrying one ton one mile, cents	.91668	.68291	.56808	.5740
Revenue per train mile, passenger train, cents	89.044	94.864	1.01.632	96.900
Average cost of running a passenger train one mile, cents	75.605	73.686	76.876	73.890
Revenue per train mile, freight train, dollars and cents	1.46.292	1.61.000	1.53.931	1.45.420
Average cost of running a freight train one mile, dollars and cents	1.29.258	1.00.996	1.01.157	95.830
Revenue per train mile, all trains, dollars and cents	1.22.412	1.35.468	1.35.393	1.28.410
Average cost of running a train one mile, all trains, cents	82.248	90.16	96.699	85.480
Percentage of operating expenses to operating income, cents	78.04	66.56	65.98	66.16

TABLE VII. CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS.

This table shows that the railroads carried in Illinois during the year 58,263,860 tons of freight:

	1893. Tons.	1894. Tons.
Products of agriculture	12,344,476	11,611,798
Products of animals	4,739,127	5,044,275
Products of mines	20,851,413	17,179,366
Lumber	5,101,406	3,480,859
Merchandise	4,144,655	3,355,999
Manufactures	7,657,155	5,794,912
Ice	607,897	691,599
Miscellaneous	8,008,729	11,105,051
Total	63,457,858	58,263,860

The above is a classified comparison of the tonnage for the years 1893 and 1894.

TABLE VIII. EMPLOYES AND SALARIES IN ILLINOIS AND ENTIRE LINE.

The total number of employés in Illinois for the year, as shown by this table, was 61,200, or about 6 employés per mile of road, and their aggregate annual salary was $46,848,608.81.

The following table shows the division of employés:

General officers	400
General office clerks	2,810
Station agents	2,070
Other station men	8,012
Enginemen	2,885
Firemen	2,970
Conductors	1,940
Other train men	3,848
Machinists	2,632
Carpenters	3,034
Other shopmen	6,728
Section foremen	1,919
Other trackmen	9,295
Switchmen, flagmen and watchmen	5,184
Telegraph operators and despatchers	1,408
Employés, account floating equipment	48
All other employés and laborers	5,917
Total	61,200

On the entire lines of the roads reporting to this Commission, as shown by this table, there were 189,223 employés during the year, and their aggregate annual salary was $114,959,309.45.

TABLE IX. AVERAGE DAILY COMPENSATION OF EMPLOYES IN ILLINOIS.

The highest and the lowest average daily compensation of the different classes of employés, as taken from this table, is shown in the following:

	Highest daily compensation.	Lowest daily compensation.
General officers	$33 94	$1 20
General office clerks	4 26	92
Station agents	3 83	1 09
Other station men	1 96	65
Enginemen	4 59	2 50
Firemen	2 58	1 32
Conductors	4 52	1 92
Other trainmen	3 11	1 15
Machinists	3 34	1 57
Carpenters	2 80	1 07
Other shopmen	2 93	1 10
Section foremen	3 33	1 14
Other trackmen	1 88	94
Switchmen, flagmen and watchmen	2 50	90
Telegraph operators and despatchers	2 84	1 50
Employés, account floating equipment	2 08	1 50
All other employés and laborers	2 46	66

TABLE X.—DESCRIPTION OF EQUIPMENT ENTIRE LINE.

A summary of this table shows the following:

Class of Equipment.	Number	Number fitted with train brake.	Per cent. of total.	Number fitted with automatic coupler.	Per cent. of total.
Locomotives—					
Passenger	2,083	.....	.....	.....	.....
Freight	4,797	.....	.....	.....	.....
Switching	1,455	.....	.....	.....	.....
Totals	8,335	6,918	.83	874	.11
Cars—					
Passenger service	6,915	6,750	97.62	6,134	88.73
Freight service	249,537	60,222	24.13	73,824	29.59
Company's service	8,289	296	3.57	557	6.72
Fast freight line service	11,959	1,325	11.09	3,332	27.86
Totals	276,700	68,613	.....	83,849	.....
Total cars and locomotives owned	285,035	75,513	.....	84,723	.....
Cars and locomotives leased	12,957	2,879	22.22	2,526	19.49
Total equipment	297,992	78,392	26.31	87,249	29.28

A comparison of these figures with the figures of last year shows an increase in the number of locomotives of 218, an increase in the number of passenger cars of 233; an increase in the number of freight cars of 4,772; an increase of the number of cars in company service of 149; a decrease in the number of cars contributed to fast freight line service of 2,584, and a total increase in the number of cars and locomotives owned of 1,888. In the cars and locomotives leased, there was a decrease of 3,047.

The increase in the number of train brakes and automatic couplers on equipment owned was as follows:

	Number train brakes.	Number automatic couplers.
Locomotives	330	206
Passenger service	177	.....
Freight service	9,920	6,096
Company's service	82	61
Fast freight line service	249	271
Total	10,758	6,634

TABLE XI.—RAILS, TIES, BALLAST, BRIDGES, ETC., IN ILLINOIS.

This table shows the following:

Iron rails on road in Illinois, main line and branches—miles	581.95
Steel rails on road in Illinois, main line and branches—miles	9,772.72
Tons of steel rails relaid during the year	82,290.62
Ties relaid during the year	3,853,910
Number of stations	2,492
Ballast—	
Miles of stone	1,473.20
Miles of gravel	4,121.50
Miles of cinders	831.50
Miles of earth	3,318.82
Miles of slag	92.82
Miles of sand	124.76
Bridges—	
Number of stone	886
Number of iron	936
Number of wooden	2,215
Number of combination	62
Aggregate length in feet	305,210.70
Trestles—	
Number	8,600
Aggregate length in feet	635,260.80
Overhead highway crossings—	
Number of bridges	177
Number of conduits	9
Number of trestles	134
Overhead railway crossings—	
Number of bridges	34
Number of conduits	4
Number of trestles	16
Number of grade highway crossings	10,688

TABLE XII.—CONSUMPTION OF FUEL BY LOCOMOTIVES IN ILLINOIS.

This table shows the amount of fuel consumed by locomotives, the number of miles run, and the average number of pounds consumed per mile.

During the year there was consumed 3,694,829 tons of fuel in running 87,632,712 miles, or an average of 80.46 pounds per mile. The cost of coal at distributing points varied from 85 cents to $4.68 per ton, and the cost of wood ranged from 50 cents to $4 per cord.

TABLE XIII.—ACCIDENTS IN ILLINOIS.

A comparison of the summary of this table with that of last year is as follows:

	1894.		1893.	
	Killed.	Injured.	Killed.	Injured.
Passengers	65	258	23	399
Employés	134	1,057	246	2,664
Others	475	512	533	688
Totals	674	1,827	802	3,751

The foregoing shows an increase in the number of passengers killed during the year of 42, or nearly 200 per cent.; a decrease in the number of passengers injured of 141, or 38 per cent.; a decrease in the number of employés killed of 112, or 48 per cent., a decrease in the number of employés injured of 1,607, or 60 per cent.; a decrease in the number of others killed of 58, or 9 per cent.; a decrease in the number of others

injured of 176, or 26 per cent.; a decrease in the total killed of 128, or 16 per cent., and a decrease in the total number injured of 1,924, or 51 per cent.

The causes of accidents are shown in the following table:

	Killed.	Injured.
Coupling and uncoupling	32	418
Falling from trains and engines	22	114
Overhead obstructions	9	26
Collisions	53	171
Derailments	13	68
Other train accidents	55	89
At highway crossings	80	113
At stations	51	115
Other causes	359	713
Totals	674	1,827

The foregoing shows a decrease in the number killed at highway crossings, coupling and uncoupling, collisions, derailments and other miscellaneous causes.

There was one death to every 462 employés and one injury to every 58 employés in Illinois. Last year there was one death to every 292 employés, and one injury to every 27 employés.

Of the 134 employés killed, 32, or 23 per cent., met death while coupling or uncoupling cars and engines, and of the 1,057 employés injured, 418, or 39 per cent., were injured while coupling or uncoupling cars and engines.

One of the most fatal classes of accidents which trainmen are subject to is in falling from trains and engines. The statistics for this year show a decrease in the number killed and injured from this cause.

TABLE XIV.—TAXES PAID IN ILLINOIS IN 1892, 1893 AND 1894.

A comparison of the amount of taxes paid in Illinois during the last three years is found in this table. Of the amount of taxes reported by the Illinois Central Railroad Company, $680,231.83 thereof is 7 per cent. of the gross receipts paid to the State, and is included in the total amount of taxes reported paid by this company:

1892	$3,026,623 41
1893	3,636,385 38
1894	3,846,378 87

STATISTICAL TABLES.

EXPLANATORY NOTES.

In the following statistical tables the principal operating systems and those which operate on their own account appear in alphabetical order. All subordinate roads are grouped under the roads to which they are leased or otherwise controlled, and are indented.

The reports of the Baltimore & Ohio Southwestern, Pawnee and the Peoria & Pekin Union are not included in the totals of the columns. The two first mentioned were received too late for classification, and the last named made no report.

Chicago, Burlington & Quincy—Illinois earnings, expenses, etc., are unofficial and were estimated by this office at 25 per cent. of the total.

Wabash—Illinois earnings, expenses, etc., are estimates made by company, based on totals for entire line.

Switching Roads—Belt Railway of Chicago, Chicago & Calumet Terminal, Chicago & Northern Pacific, East St. Louis & Carondelet, East St. Louis Connecting, Englewood Connecting, Terminal Railroad Association of St. Louis, and Peoria Terminal.

STATISTICAL TABLES.

I TO XIV INCLUSIVE.

TABLE I.—*Classification of Railroads and*

	1	2	3
	NAME OF COMPANY.	DATE OF FILING REPORT. (OPERATING OR FINANCIAL.)	HOW OPERATED.
1	Atchison, Topeka & Santa Fe (2)		
2	Chicago, Santa Fe & California	Oct. 4,1894 O.&F.	A., T. & S. Fe R. R. Co
3	Atchison, Topeka & Santa Fé in Chi.	" F.	"
4	Miss. River Railroad Toll Bridge	" F.	"
5	Baltimore & Ohio (2)		B. & O. R. R. Co
6	Baltimore & Ohio & Chicago	Oct. 24,1894 F.	"
7	Baltimore & Ohio Southwestern (10)		B. & O. S.-W. R. R. Co
8	Belt Railway of Chicago	Sept. 18,1894 O.&F.	Belt Ry. Co. of Chicago
9	Centralia & Chester	Nov. 17,1894 O.&F.	Cen & C. R. R. Co. (in con.)
10	Chicago & Alton	Sept. 9,1894 O.&F.	C. & A. R. R. Co
11	Joliet & Chicago	Aug. 11,1894 F.	"
12	Mississippi River Bridge	" F.	"
13	Chicago & Calumet Terminal	Aug. 27,1894 O.&F.	C. & C. T. Ry. Co
14	Chicago & Eastern Illinois	Sept. 1,1894 O.&F.	C. & E. I. R. R. Co
15	Chicago & Western Indiana	Sept. 18,1894 F.	(1)
16	Evansville, Terre Haute & Chicago	Sept. 1,1894 F.	C. & E. I. R. R. Co
17	Chicago & Erie	Sept. 29,1894 O.&F.	C. & E. R. R. Co
18	Chicago & Grand Trunk	Sept. 6,1894 O.&F.	C. & G. T. Ry. Co
19	Grand Trunk Junction	" F.	"
20	Chicago & Illinois Southern	July 17,1894 O.&F.	By Re. hav's cars for D'ville el
21	Chicago & Indiana State Line	Aug. 14,1894 O.&F.	By all R. R. terminatig at Chi.
22	Chicago & Northwestern	Aug. 28,1894 O.&F.	C. & N. W. Ry. Co
23	Chicago & Northern Pacific	" O &F.	(5) N. Pac. and Wis. C. R Cos.
24	Chicago & South Side Rapid Transit (6)	Oct. 25,1894 O.&F.	C. & S. S. R. T. R. R. Co
25	Chicago & Texas	Nov. 8,1894 O.&F.	C & T. R. R. Co
26	Chicago, Burlington & Northern	Oct. 6,1894 O.&F	C., B. & N. R. R. Co
27	Chicago, Burlington & Quincy	Oct. 27,1894 O &F.	C., B. & Q. R. R. Co
28	Chicago & Iowa	" F.	"
29	Galesburg & Rio	" F.	"
30	Illinois Valley & Northern	" F.	"
31	Illinois Western		"
32	Quincy, Alton & St. Louis	Oct. 27,1894 F.	"
33	St. Louis, Rock Island & Chicago	" F.	"
34	Chicago, Milwaukee & St. Paul	Sept. 25,1894 O.&F.	C., M. & St. P. Ry. Co
35	Chicago, Rock Island & Pacific	Sept. 27,1894 O.&F.	C., R. I. & P. Ry. Co
36	Peoria & Bureau Valley	Sept. 8,1894 F.	"
37	Chicago Great Western	Aug. 31,1894 O.&F.	C. Grt. Wes. Ry. Co
38	Chicago Union Transfer	Sept. 5,1894	Not operating
39	Cleveland, Cincinnati, Chicago & St. Louis	Aug. 29,1894 F.	C., C., C. & St. L. Ry. Co
40	Kankakee & Seneca	" F.	"
41	Peoria & Eastern	" F.	"
42	DePue, Ladd & Eastern	Sept. 4,1894 O.&F.	C., B. & Q. R. R. to Con. mine
43	East St. Louis Connecting	Sept. 2,1894 O.&F.	E. St. L Con. Ry. Co.
44	Elgin, Joliet & Eastern	Oct. 20,1894 O.&F.	E., J. & E. Ry. Co
45	Fulton County Narrow Gauge	Oct. 12,1894 O.&F.	F. C. N. G. Ry. Co
46	Illinois Central	Oct. 11,1894 O.&F.	Ill. Cen. R. R. Co
47	Blue Island	" F.	"
48	Chicago, Havana & Western	Oct. 13,1894 F.	"
49	Chicago, Madison & Northern	" F.	"
50	Chicago & Springfield	Oct. 11,1894 F.	"
51	Dunleith & Dubuque Bridge		"
52	Kankakee & Southwestern	Oct. 11,1894 F.	"
53	Mound City	" F.	"
54	Rantoul	" F.	"
55	South Chicago	" F.	"
56	St Charles Air Line	" F.	"
57	Indiana & Illinois Southern	Dec. 4,1894 O &F.	St. L., I. & E. R. R. Co
58	Indianapolis, Decatur & Western	Dec. 11,1894 O.&F.	I., D. & W. Ry. Co
59	Indiana, Illinois & Iowa	Sept. 2,1894 O.&F.	I. & I. R. R. Co
60	Iowa Central	Aug. 17,1894 O.&F.	I. C. R. R. Co
61	Keithsburg Bridge	"	"
62	Jacksonville Southeastern	Oct. 9,1894 O.&F.	J. S. E. Line
63	Jacksonville, Louisville & St. Louis (8)	Nov. 22,1894 O.&F.	J., L. & St. L. Ry. Co
64	Lake Street Elevated (6)	Dec. 12,1894 O.&F.	(9) Lake St. Elev. R. R. Co
65	Lake Erie & Western	Sept. 1,1894 O.&F.	L. E. & W. R. R. Co
66	Lake Shore & Michigan Southern	Sept. 8,1894 O.&F.	L. S. & M. S. Ry. Co
67	LaSalle & Bureau County (3)	Sept. 4,1894 O.&F.	L. S. & B. Co. R. R. Co

Mileage for year ending June 30, 1894.

4	5	6	7	8	9	10	
Length of Line Operated—In Miles.		Length of Line Owned—In Miles.		Second, third and fourth tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New road built during year in Illinois.	
Whole Line.	In Illinois.	Whole Line.	In Illinois.				
.....	.....	.....	.....	.....	.....	.....	1
515.27	294.79	490 97	277 79	3.17	108.15	.....	2
.....	.....	5.20	5.20	3.42	38.43	.....	3
.....	.....	.61	.51	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	5
.....	.....	265.54	8.85	8.12	20.05	.....	6
635.93	375.52	632.68	375.52	.....	66.63	.....	7
21.31	21.21	.....	.....	1.56	35.14	.....	8
46.60	46.60	46.60	46.60	.....	3.84	.....	9
843.35	580.78	543.53	543.53	67.26	136.49	.....	10
.....	.....	37.20	37.20	78.80	.....	.....	11
.....	.....	1.33	.65	.....	.....	.....	12
57.13	36 49	44.46	22.63	.....	4.75	.....	13
516.30	277.96	432.01	255.49	106.06	125.70	34.29	14
.....	.....	48.58	48.58	59.31	81.42	.....	15
.....	.....	48.58	5.48	.....	6.39	.....	16
249.57	19.99	249.57	.....	.....	.....	.....	17
335 27	30.65	326.50	21.88	17.11	5.62	.....	18
.....	.....	3 90	3.90	3.90	19.29	.....	19
.....	.....	.41	.41	.....	.10	.....	20
.....	.....	3.04	3.04	3.06	.....	.....	21
5,030.78	593.97	4,970.76	593 97	195.39	323.87	.....	22
42.58	42.58	42.58	42 58	24.79	47.82	.....	23
8.56	8.56	8.56	8.56	10.06	2 69	.....	24
61.70	61.70	55.00	55.00	.....	8 00	.....	25
370.77	109.14	347.82	93.52	.....	17.57	.....	26
5,595.58	1,966.93	4,159.12	802.07	234.13	310.70	.....	27
.....	.....	101.94	101.94	.....	20.00	.....	28
.....	.....	12.22	12.22	.....	1.01	.....	29
.....	.....	58.73	58.73	.....	9.92	.....	30
.....	.....	1.83	1.83	.....	.90	.....	31
.....	.....	46.14	46.14	.....	4.02	.....	32
.....	.....	283 70	283.70	.....	57.54	.....	33
6,185.98	329.15	6,147.77	318.08	122.61	181 17	.....	34
3,570.88	236.18	2,880.70	189 48	197.68	182.66	.....	35
.....	.....	46.70	46.70	.....	10.70	.....	36
922.45	172.16	838.67	146.73	.....	23.16	.....	37
.....	.....	15.36	15.36	18.93	.11	.....	38
1,850.34	482.23	1,686.72	479.23	2.75	123.66	.....	39
42.08	42.08	42 08	42.08	.....	6.54	.....	40
350.41	131.86	341.39	122.84	.....	38.85	.....	41
.....	.....	3.50	3.50	.....	.....	.....	42
7.89	7 89	3.36	3.36	4.53	15.64	.....	43
185.11	159.20	185.11	159.20	.....	42.23	.....	44
61.00	61.00	61.00	61.00	.....	2.40	.....	45
2,888.30	1,294.77	705.50	705.50	120.89	331.41	.....	46
.....	.....	3.96	3.96	.....	2.22	.....	47
.....	.....	131.62	131.62	.....	12.76	.....	48
.....	.....	231.30	139.99	.....	37 34	.....	49
.....	.....	111.47	111.47	.....	20.45	.....	50
.....	.....	.59	.17	.....	.....	.....	51
.....	.....	131.26	131.26	.....	12 89	.....	52
.....	.....	2.87	2.87	.....	.....	.....	53
.....	.....	74.43	66.21	.....	5.66	.....	54
.....	.....	4.76	4.76	4.76	3.00	.....	55
.....	.....	.76	.76	.....	.....	.....	56
90.00	56.00	90.00	56.00	.....	2.80	.....	57
152.51	75 76	152.51	75.76	.....	8.78	.....	58
209.02	108.54	117.92	68 68	.....	16.67	.....	59
497.60	93.26	502 91	88.66	.....	22.21	.....	60
2 57	.....	2.57	.....	.....	.....	.....	61
281.13	281.13	281.13	281.13	.....	24.86	.....	62
133.50	133.50	112.30	112.30	6.00	.....	.....	63
6.38	6.38	6.38	6.38	7.77	27	.....	64
718 56	121.03	710.78	118.60	.....	21.74	.....	65
1,448.61	14.02	1,126.05	14.02	7.64	66.94	.....	66
6.35	6.35	6.35	6.35	.....	.48	.....	67

Table I.—

	1	2	3
	Name of Company.	Date of Filing Report. (Operating or Financial.)	How Operated.
68	Louisville & Nashville (2)	Oct. 4,1894 O.&F.	L. & N. R. R. Co
69	Southeast & St. Louis	" F.	"
70	Louisville, Evansville & St. Louis Con	Nov. 23,1894 O.&F.	L., E. & St. L. Con. R. R. Co.
71	Madison, Illinois & St. Louis (7)	Nov. 15,1894 O.&F.	St. L., M. B. T. Ry. Co
72	Michigan Central	Sept. 2,1894 O.&F.	M. C. R. R. Co
73	Joliet & Northern Indiana	Sept. 28,1894 F.	"
74	Mobile & Ohio (2)	Sept. 1,1894 O.&F.	M. & O. R. R. Co
75	St. Louis & Cairo	" F.	"
76	New York, Chicago & St. Louis	Aug. 29,1894 O.&F.	N. Y. C. & St. L. R. R. Co
77	Chicago & State Line	" F.	"
78	Pawnee (10)	Dec. 22,1894 O.&F.	Pawnee R. R. Co
79	Pennsylvania Co. (3)		
80	Calumet River	Sept. 1,1894 O.&F.	Not in operation
81	Pittsburgh, Ft. Wayne & Chicago	" O.&F.	Penn. R. R. Co
82	South Chicago & Southern	" F.	"
83	Peoria & Pekin Union		P. & P. U. R. R. Co
84	Peoria, Decatur & Evansville	Sept. 13,1894 O.&F.	P., D. & E. Ry. Co
85	Chicago & Ohio River		Included in P., D. & E. Ry. Co
86	Peoria Terminal	Nov. 21,1894	Not operating
87	Pittsburgh, Cincinnati, Chicago & St. L.	Sept. 1,1894 O.&F.	P., C., C. & St. L. Ry. Co
88	Englewood Connecting	" F.	"
89	Quincy, Omaha & Kansas City (4)	Oct. 12,1894 O.&F.	Q., O. & K. C. Ry. (trustees)
90	Rock Island & Peoria	Sept. 1,1894 O.&F.	R. I. & P. Ry. Co
91	St. Louis, Alton & Terre Haute	Sept. 4,1894 O.&F.	St. L., A. & T. H. R. R. Co
92	Belleville & Carondelet	Sept. 2,1894 F.	"
93	Belleville & Eldorado	" F.	"
94	Belleville & Southern Illinois	Sept. 6,1894 F.	"
95	Chicago, St. Louis & Paducah	Sept. 2,1894 F.	"
96	St. Louis Southern	Sept. 1,1894 F.	"
97	Carbondale & Shawneetown	" F.	"
98	St. Louis, Chicago & St. Paul	Sept. 6,1894 O.&F.	St. L., C. & St. P. R. R. Co
99	St. Louis & Eastern	Oct. 28,1894 O.&F.	St. L. & E. Ry. Co. (In Con.)
100	St. Louis & Peoria	" O.&F.	St. L. & P. R. R. Co
101	Terminal Railroad Association of St. L.	Nov. 21,1894 O.&F.	T. R. R. Assn. of St. L.
102	St. Louis Bridge	July 19,1894 F.	"
103	Terre Haute & Indianapolis	Sept. 27,1894 O.&F.	T. H. & I. R. R. Co
104	St. Louis, Vandalia & Terre Haute	Sept. 1,1894 F.	"
105	Terre Haute & Peoria	Sept. 27,1894 F.	"
106	East St. Louis & Carondelet	Sept. 1,1894 F.	"
107	Toledo, Peoria & Western	" O.&F.	T., P. & W. Ry. Co
108	Toledo, St. Louis & Kansas City	Oct. 2,1894 O.&F.	T., St. L. & K. C. R. R. Co
109	Wabash	Sept. 1,1894 O.&F.	Wabash R. R Co
110	Wabash, Chester & Western	Aug. 17,1894 O.&F.	W., C. & W. R. R. Co
111	Wisconsin Central	Nov. 14,1894 O.&F.	Wisconsin Central Co
	Total		

(1) Operated by C. & E. I. R. R. Co.—C. & G. T. Ry. Co.—Wabash R. R. Co.—L., N. A. C. Ry. Co.—C. & E. R. R. Co.—A., T. & S. F. R. R. Co., and Belt Ry. Co. of Chicago.

(2) Inserted to show relation of following subsidiary lines.

(3) Operated by the Matthieson & Hegeler Zinc Co. for transportation of their material and supplies.

(4) Trackage—So. Ter. Quincy, Ill., to West Quincy, Mo., 4.36 miles.

(5) Operating report made by No. Pac. R. R. Co., lessee, July 1, 1893—Sept. 26, 1893 and by Wis. Cen. Co., lessee, Sept. 26, 1893—June 30, 1894. Financial report made by C. & No. Pac. Oct. 10, 1893 to June 30, 1894.

(6) Elevated Street Railroad all in Chicago, Ill.

(7) St. Louis Merchants' Bridge Terminal Railway Company.

(8) Operated previous to May 16, 1894, as part of the J. S. E. Line and reported by the J. S. E. for that period.

(9) Road in operation four months.

(10) Received too late for classification.

Concluded.

4	5	6	7	8	9	10	
Length of Line Operated —In Miles.		Length of Line Owned —In Miles.		Second, third and fourth tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New road built during year in Illinois.	
Whole Line.	In Illinois	Whole Line.	In Illinois.				
.....	.....	.....	.....	.....	.....	.....	68
208.74	180.41	208.74	180.41	.....	34.38	.....	69
367.84	151.00	358.66	150.27	.....	38.90	.....	70
17.13	8.82	17.13	8.82	.....	.....	.....	71
1,633.52	49.07	270.07	6.07	6.07	68.00	.....	72
.....	.....	45.00	29.00	.....	.....	.....	73
.....	.....	.....	.....	.....	.....	.....	74
160 60	160.60	160.60	160.60	.....	42.23	.....	75
531.13	18.86	502.83	.....	.....	.....	.....	76
.....	.....	9.96	9.96	.....	.....	.....	77
9.00	9.00	9.00	9.00	.....	.50	.....	78
.....	.....	.....	.....	.....	.....	.....	79
.....	.....	.....	4.43	.....	.....	.....	80
469.89	16.32	469.89	16.32	27.53	56.20	.....	81
.....	.....	10.25	10.25	.....	2.39	.....	82
.....	.....	.....	18.01	.....	.....	.....	83
324.33	286.61	311.40	280.97	.....	32.53	.....	84
.....	.....	.....	.....	.....	.....	.....	85
.....	.....	3.07	3.07	.....	.....	.....	86
1,402.57	30.34	1,090.24	27.99	18.89	51.71	.....	87
.....	.....	2.35	2.35	.....	.88	.....	88
138.87	4.36	134.51	.....	.....	.....	.....	89
113.00	113.00	113.00	113.00	.....	21.57	.....	90
239.04	239.04	14.40	14.40	.....	4.00	.....	91
.....	.....	17.30	17.30	.....	2.20	.....	92
.....	.....	50.20	50.20	.....	3.70	.....	93
.....	.....	56.40	56.40	.....	13 10	.....	94
.....	.....	53 50	53.50	.....	6.84	.....	95
.....	.....	33.00	33.00	.....	.....	.....	96
.....	.....	17.50	17.50	.....	.....	.....	97
95.40	95.40	95.00	95.00	.....	14.17	7 40	98
12.41	12.41	12.41	12.41	.....	2.00	.....	99
13.80	13.80	13.80	13.80	.....	.20	.....	100
3.51	1.52	1.35	.67	.....	13.63	.....	101
.....	.....	1.22	.85	.....	.....	.....	102
343.91	336.31	.....	.....	.....	.....	.....	103
.....	.....	158.30	158.30	.....	53.80	.....	104
173.60	166.00	137.60	137.60	.....	14.64	.....	105
.....	.....	12.01	12.01	.....	4 24	.....	106
247.70	247.70	230.10	230.10	.....	33.82	.....	107
450.72	179.49	450.72	179.49	.....	25.80	.....	108
1,978.80	731.00	1,594.00	659.60	.....	166.90	.....	109
64.83	64.83	64.83	64.83	.....	4.33	.....	110
481.53	64.30	254 37	45.66	7.62	8.98	.....	111
.....	.....	.....	10,354.67	1,369.21	4,345.28	41.69	

TABLE II.—*Railway Capital at the close*

	1	2	3	4	5	6	7
		Stocks.			Funded.		
	Name of Company.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital, 100 × Col. 2 ÷ Col. 15	Amount outstanding Cols. 8 + 9 + 10 + 11.	Amount per mile of line.	Proportion to total railway capital, 100 × Col. 5 ÷ Col. 15
1	Atchison, Topeka & Santa Fe(1)	.....	.....	.....	.....	.....	.....
2	Chicago, Santa Fé & California	$15,000,000	$30,552	39.65	$17,583,000	$35,814	46.48
3	Atch., Top. & Santa Fé in Chi.	5,000,000	961,538	40.44	7,000,000	1,346,154	56.61
4	Miss. Riv. R. R. Toll Bridge	1,000,000	1,639,344	60.60	650,000	1,065,574	39.40
5	Baltimore & Ohio(1)	.....	.....	.....	.....	.....	.....
6	Baltimore & Ohio in Chicago	1,503,450	5,662	7.61	7,744,000	29,163	39.20
7	Baltimore & O. Southwestern(3)	24,081,914	38,053	59.18	16,534,000	26,133	40.82
8	Belt Railway of Chicago	1,200,000	56,312	92 97	.....	.....	.....
10	Chicago & Alton	22,229,800	40,999	74.34	6,908,850	9,813	23.13
11	Joliet & Chicago	1,500,000	40,323	100.00	.....	.....	.....
12	Mississippi River Bridge	300,000	225,564	34 44	571,000	429,323	65.56
13	Chicago & Calumet Terminal	5,000,000	112,461	43.36	6,000,000	134,953	52.03
14	Chicago & Eastern Illinois	13,594,400	31,468	41.72	18,060,000	41,805	55.83
15	Chicago & Western Indiana	5,000,000	102,923	29.44	11,112,667	228,750	65.42
17	Chicago & Erie	100,000	401	.43	22,426,107	89,859	97.33
18	Chicago & Grand Trunk	6,600,000	20,214	32.08	12,000,000	36,753	58.33
19	Grand Trunk Junction	500,000	128,205	10.89	3,872,000	992,821	84.27
20	Chicago & Illinois Southern	500	1,220	100.00	.....	.....	.....
21	Chicago & Indiana State Line	200,000	32,787	37.77	.....	.....	.....
22	Chicago & Northwestern	66,528,821	13,334	33.09	130,112,500	26,176	64.72
23	Chicago & Northern Pacific	30,000,000	66,905	52.15	27,224,000	60,714	47 33
24	Chicago & South Side Rapid Transit	7,500,000	876,168	41.57	10,500,000	1,226,636	58.19
25	Chicago Union Transfer	2,000,000	130,208	100.00	.....	.....	.....
26	Chicago, Burlington & Northern	9,665,500	27,789	42.81	12,392,500	35,629	55.03
27	Chicago, Burlington & Quincy	82,004,200	15,056	38.49	124,744,400	22,903	58.71
28	Chicago & Iowa	1,428,000	14,008	41.65	2,000,000	19,619	58.35
29	Galesburg & Rio	240,000	19,643	49.56	243,800	19,954	50.44
30	Illinois Valley & Northern	1,500,000	25,539	56.32	1,163,200	19,804	43.68
31	Illinois Western	25,000	9,158	100.00	.....	.....	.....
32	Quincy, Alton & St. Louis	970,100	20,925	53.59	840,000	18,119	46.41
33	St. Louis, Rock Island & Chicago.	3,000,000	10,575	54.54	2,500,000	8,812	45.46
34	Chicago, Milwaukee & St. Paul	72,001,161	11,712	33.19	138,801,000	22,577	63.99
35	Chicago, Rock Island & Pacific	46,156,000	16,022	41.84	62,512,000	20,106	56.67
36	Peoria & Bureau Valley	1,500,000	32,120	100.00	.....	.....	.....
37	Chicago Great Western	50,644,149	60,386	91.39	4,367,235	5,207	7.88
38	Chicago & Texas	2,500,000	45,454	71.52	972,000	17,673	27.87
39	Cleveland, Cincin., Chi. & St. Louis.	38,416,332	22,776	40.96	53,082,730	31,471	56 59
40	Kankakee & Seneca	10,000	238	.84	650,000	15,447	54.60
41	Peoria & Eastern	10,000,000	29,292	40.31	13,603,000	39,846	54 96
42	DePue, Ladd & Eastern	30,000	8,571	100 00	.....	.....	.....
43	East St. Louis Connecting	20,000	2,535	3 89	.....	.....	.....
44	Elgin, Joliet & Eastern	6,000,000	32,413	46.89	6,315,862	34,119	49.34
45	Fulton County Narrow Gauge	636,794	10,439	41.23	484,000	7,934	31.34
46	Illinois Central	50,000,000	30,816	40.81	66,401,000	40,924	54.19
47	Blue Island	25,000	6,313	19.49	100,000	25,253	77.96
48	Chicago, Havana & Western	25,000	190	13.09	.....	.....	.....
49	Chicago, Madison & Northern	50,000	216	.81	2,500,000	10,808	40.52
50	Chicago & Springfield	25,000	224	100.00	(2)	.....	.....
52	Kankakee & Southwestern	390,000	2,971	83.69	(2)	.....	.....
54	Rantoul	25,000	336	28.75	(2)	.....	.....
55	South Chicago	20,000	4,202	7.95	200,000	42,017	79.50
57	Indiana & Illinois Southern	740,900	8,232	46.22	790,000	8,778	49.28
58	Indianapolis, Decatur & Western	1,000,000	6,557	16 68	4,218,950	27,663	70.36
59	Indiana, Illinois & Iowa	3,597,800	30,511	70 86	1,393,713	11,819	27.43
60	Iowa Central	13,790,323	27,361	66.87	6,433,231	12,732	31.27
61	Keithsburg Bridge	600,000	233,463	50.47	591,000	229,961	49 53
62	Jacksonville Southeastern	.....	.....	.....	387,490	1,500	.....
64	Lake Street Elevated	10,000,000	1,567,398	61.00	6,150,000	963,950	37.52
65	Lake Erie & Western	23,680,000	33,316	70.72	9,050,000	12,732	27.02
66	Lake Shore & Michigan Southern	50,000,000	58,197	50.29	45,016,000	39,977	45.27

(1) Inserted to show relation of following subsidiary lines.
(2) Included in Illinois Central funded debt.
(3) Unofficial.

of the year ending June 30, 1894.

8	9	10	11	12	13	14	15	16	
Debt.				Other Forms of Indebtedness.			Summary.		
Designation.									
Bonds.	Miscellaneous obliga-	Income bonds.	Equipment trust obli-	Amount outstanding.	Amount per mile	Proportion to railway capital 100	Total railway capital. Cols. 2 + 5 + 12	Amount per mile of line. Cols. 3 + 6 + 13.	
In columns No. 4, 7 and 14 of Table No. II., the signs should read and ÷, instead of + and +.								.....	1
								$77,046	2
								2,377,570	3
								2,704,918	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
7,744,000	.....	.....	.....	10,507,681	39,571	53.19	19,755,131	74,396	6
16,126,000	$408,000	.....	.....	.....	.....	.....	40,615,914	64,196	7
.....	.....	.....	.....	93,840	4,382	2.23	1,293,480	60,694	8
6,908,850	.....	.....	.....	764,902	997	2.57	29,903,552	46,944	10
.....	.....	.....	.....	.....	.....	.....	1,500,000	40,323	11
571,000	.....	.....	.....	.....	.....	.....	871,000	654,887	12
6,000,000	.....	.....	.....	531,366	11,951	4.61	11,531,366	259,365	13
18,018,000	42,000	.....	.....	689,452	1,596	2.45	32,343,852	74,869	14
11,112,667	.....	.....	.....	872,561	17,961	5.16	16,985,228	349,634	15
22,300,000	.....	.....	$126,107	513,072	2,566	2.23	23,039,179	92,316	17
12,000,000	.....	.....	.....	1,969,656	6,033	9.59	20,569,656	63,000	18
3,872,000	.....	.....	.....	222,792	57,126	4.84	4,594,792	1,178,152	19
.....	.....	.....	.....	.....	.....	.....	500	1,220	20
.....	.....	.....	.....	329,366	53,933	62.33	529,366	86,780	21
97,090,500	32,522,000	$500,000	.....	4,399,723	879	2.19	201,041,044	40,389	22
27,224,000	.....	.....	.....	298,939	6,666	.55	57,522,000	134,285	23
10,500,000	.....	.....	.....	42,391	4,952	.24	18,042,391	2,107,756	24
.....	.....	.....	.....	.....	.....	.....	2,000,000	130,208	25
11,484,500	908,000	.....	.....	462,400	1,329	2.16	22,520,400	64,747	26
88,434,000	36,310,400	.....	.....	5,710,614	1,048	2.80	212,459,214	39,007	27
2,000,000	.....	.....	.....	.....	.....	.....	3,428,000	33,627	28
243,800	.....	.....	.....	.....	.....	.....	483,800	39,597	29
1,163,200	.....	.....	.....	.....	.....	.....	2,663,200	45,343	30
.....	.....	.....	.....	.....	.....	.....	25,000	9,158	31
840,000	.....	.....	.....	.....	.....	.....	4,810,100	39,044	32
2,500,000	.....	.....	.....	.....	.....	.....	5,500,000	19,387	33
132,451,800	4,749,200	1,600,000	.....	6,098,633	992	2.82	216,900,794	35,281	34
53,619,000	8,893,000	.....	.....	1,633,433	567	1.49	110,301,433	36,695	35
.....	.....	.....	.....	.....	.....	.....	1,500,000	32,120	36
.....	2,823,150	.....	1,544,085	404,019	481	.73	55,415,403	66,074	37
972,000	.....	.....	.....	23,492	427	.61	3,495,492	63,554	38
53,082,730	.....	.....	.....	2,293,188	1,359	2.45	93,792,245	55,606	39
650,000	.....	.....	.....	529,851	12,615	44.56	1,189,851	28,300	40
13,603,000	.....	.....	.....	1,152,298	3,375	4.73	24,753,298	72,513	41
.....	.....	.....	.....	.....	.....	.....	30,000	8,571	42
.....	.....	.....	.....	493,626	62,563	96.11	513,626	65,098	43
6,079,000	236,862	.....	.....	484,947	2,619	3.77	12,800,809	69,151	44
484,000	.....	.....	.....	423,473	6,942	27.43	1,544,267	25,315	45
13,617,000	52,784,000	.....	.....	6,117,696	3,770	5.00	122,518,696	75,510	46
100,000	.....	.....	.....	3,206	810	2.55	128,206	32,376	47
.....	.....	.....	.....	154,347	1,173	86.91	179,347	1,363	48
2,500,000	.....	.....	.....	3,577,631	15,468	58.67	6,127,631	26,492	49
.....	.....	.....	.....	.....	.....	.....	25,000	224	50
.....	.....	.....	.....	75,945	579	16.31	465,945	3,550	52
.....	.....	.....	.....	61,950	832	71.25	86,950	1,168	54
200,000	.....	.....	.....	31,283	6,574	12.55	251,283	52,792	55
790,000	.....	.....	.....	72,118	801	4.50	1,093,018	17,811	57
3,423,950	.....	795,000	.....	777,092	5,095	12.96	5,996,042	39,315	58
800,000	.....	500,000	93,713	89,693	760	1.71	5,081,206	43,090	59
6,327,370	105,861	.....	.....	383,276	762	1.86	20,576,830	40,915	60
591,000	.....	.....	.....	.....	.....	.....	1,191,000	463,424	61
.....	387,490	.....	.....	535,880	2,565	.....	922,870	4,421	62
6,150,000	.....	.....	.....	242,626	38,029	1.48	16,392,626	2,569,377	64
9,050,000	.....	.....	.....	755,921	1,064	2.26	33,485,921	47,112	65
45,016,000	.....	.....	.....	4,408,185	3,915	4.46	99,424,185	108,089	66

Table II.—

	1	2	3	4	5	6	7
		Stocks.			Funded		
	Name of Company.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. 100÷Col. 2÷Col. 15	Amount outstanding Cols. 8+9+10÷11.	Amount per mile of line.	Proportion to total railway capital. 100÷Col. 5÷Col. 15
67	LaSalle & Bureau County	$50,000	$7,874	92.49	.....	.....	.....
68	Louisville & Nashville(1)	.....	.....	.....	.....	.....	.....
69	Southeast & St. Louis	1,000,000	4,795	13 34	$6,500,000	$31,140	86.66
70	Louisville, Evansville & St. L. Cons.	4,247,969	12,078	26 79	10,528,293	29,935	66 49
71	Madison, Illinois & St. Louis	2,939,500	763,506	39.50	1,682,000	436,883	22.60
72	Michigan Central	18,738,204	69,383	62.47	10,000,000	37,027	33.34
73	Joliet & Northern Indiana	300,000	6,667	26.43	800,000	17,778	70.48
74	Mobile & Ohio(1)	.....	.....	.....	.....	.....	.....
75	St Louis & Cairo	6,500,000	40,473	60.77	4,000,000	24,907	37.36
76	New York, Chicago & St. Louis	30,000,000	59,662	59.85	19,425,000	38,631	38.76
77	Chicago & State Line	1,500,000	150,602	100.00	.....	.....	.....
78	Pawnee	50,000	5,556	56.94	36,000	4,000	41.29
79	Pennsylvania Co(1)	.....	.....	.....	.....	.....	.....
80	Calumet River	67,500	15,237	41.37	.....	.....	.....
82	South Chicago & Southern	132,000	12,872	37 60	.....	.....	.....
84	Peoria, Decatur & Evansville	8,898,800	28,284	55.63	5,759,108	18,494	36.25
87	Pittsburg, Cincin., Chi. & St. L.	47,847,531	43,887	48.80	44,384,590	40,711	45.27
88	Englewood Connecting	99,200	42,213	94.99	.....	.....	.....
89	Quincy, Omaha & Kansas City	.....	.....	.....	1,750,000	13,010	95.59
90	Rock Island & Peoria	1,500,000	13,274	35.14	600,000	5,310	14.06
91	St. Louis, Alton & Terre Haute	3,470,800	17,013	25.98	8,057,000	38,923	60.32
92	Belleville & Carondelet	500,000	28,902	50.42	485,000	28,034	48 91
93	Belleville & Eldorado	1,000,000	19,920	64.44	550,000	10,956	35.44
94	Belleville & Southern Illinois	1,692,000	30,000	61.84	1,001,000	17,748	36.58
95	Chicago, St. Louis & Paducah	1,000,000	18,692	33.10	2,000,000	37,383	66.20
96	St. Louis Southern	460,000	13,939	30.34	1,056,000	32,000	69.66
97	Carbondale & Shawneetown	356,600	20,377	58.78	250,000	14,286	41.22
98	St. Louis, Chicago & St. Paul	2,000,000	21,052	51.93	1,849,761	19,471	48.07
99	St. Louis & Eastern	300,000	25,000	100.00	.....	.....	.....
100	St. Louis & Peoria	280,000	20,000	59.94	182,000	13,000	38.75
101	Terminal R. R. Ass'n of St. Louis	1,441,200	1,067,556	8.57	7,000,000	5,185,185	56.21
102	St. Louis Bridge	7,990,000	6,549,180	60.95	5,000,000	4,098,361	39.05
103	Terre Haute & Indianapolis(1)	.....	.....	.....	.....	.....	.....
104	St. Louis, Vandalia & Terre Haute	3,924,058	24,789	46.22	4,499,000	28,421	52.98
105	Terre Haute & Peoria	3,763,400	21,679	63.99	2,096,000	12,073	35.64
106	East St. Louis & Carondelet	400,000	34,971	65.76	200,000	16,653	31.32
107	Toledo, Peoria & Western	4,076,900	17,718	44.45	4,897,940	21,286	53 41
108	Toledo, St. Louis & Kansas City	17,055,000	37,839	60.32	10,000,000	22,187	35.37
109	Wabash	52,000,000	32,622	38.04	81,740,000	48,219	59.78
110	Wabash, Chester & Western	1,250,000	19,281	63.04	690,000	10,643	34 80
111	Wisconsin Central	1,500,000	28,143	50.00	1,500,000	28,143	50.00
	Total	$917,815,756	$22,113	43.44	$1,104,719,927	$26,609	52.29

(1) Inserted to show relation of following subsidiary lines.

Concluded.

8	9	10	11	12	13	14	15	16	
Debt.				Other Forms of Indebtedness.			Summary.		
Designation.									
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital. Col. 12 ÷ Col. 15	Total railway capital. Cols. 2 + 5 + 12.	Amount per mile of line. Cols. 2 + 6 + 13.	
.....	.....	.....	.....	$4,061	$639	7.71	$54,061	$8,513	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
$6,500,000	.....	.....	.....	.....	.....	.....	7,500,000	35,935	69
10,244,350	.....	.....	$283,943	1,060,595	3,016	6.72	15,836,797	45,029	70
1,682,000	.....	.....	.....	2,820,051	732,481	37.90	7,441,551	1,932,870	71
10,000,000	.....	.....	.....	1,256,197	6,651	4.19	29,994,401	111,601	72
800,000	.....	.....	.....	35,198	782	3.09	1,135,198	25,227	73
.....	.....	.....	.....	.....	.....	.....	.....	.....	74
4,000,000	.....	.....	.....	196,384	1,223	1.87	10,696,384	66,603	75
19,425,000	.....	.....	.....	696,081	1,385	1.39	50,121,081	99,678	76
.....	.....	.....	.....	.....	.....	.....	1,500,000	150,602	77
36,000	.....	.....	.....	1,813	201	1.73	87,813	9,757	78
.....	.....	.....	.....	.....	.....	.....	.....	.....	79
.....	.....	.....	.....	95,644	21,590	58.63	163,144	36,827	80
.....	.....	.....	.....	219,025	21,368	62.40	351,025	34,240	82
5,098,776	.....	$618,300	42,032	1,289,807	4,142	8.12	15,887,715	51,020	84
44,122,000	$262,590	.....	.....	5,813,281	5,332	5.93	98,045,412	89,930	87
.....	.....	.....	.....	5,227	2,223	5.01	104,425	44,436	88
1,750,000	.....	.....	.....	80,713	600	4.41	1,830,713	13,610	89
600,000	.....	.....	.....	2,168,248	19,188	60.80	4,268,248	37,672	90
6,700,000	.....	1,357,000	.....	1,828,922	7,651	13.70	13,356,724	63,587	91
485,000	.....	.....	.....	6,586	378	.66	991,586	57,314	92
550,000	.....	.....	.....	1,839	37	.12	1,551,839	30,913	93
1,001,000	.....	.....	.....	42,93	761	1.58	2,735,932	48,509	94
1,000,000	.....	1,000,000	.....	21,000	393	.70	3,021,066	56,468	95
550,000	.....	506,000	.....	.....	.....	.....	1,516,000	45,939	96
250,000	.....	.....	.....	.....	.....	.....	606,500	34,663	97
1,250,000	599,761	.....	.....	.....	.....	.....	3,849,761	40,523	98
.....	.....	.....	.....	.....	.....	.....	300,000	25,000	99
182,000	.....	.....	.....	5,128	366	1.31	467,128	33,366	100
7,000,000	.....	.....	.....	4,011,277	2,971,316	35.22	12,452,477	9,224,057	101
5,000,000	.....	.....	.....	.....	.....	.....	12,990,000	10,647,541	102
.....	.....	.....	.....	.....	.....	.....	.....	.....	103
4,499,000	.....	.....	.....	66,465	419	.80	8,489,523	53,629	104
2,096,000	.....	.....	.....	24,972	126	.37	5,881,372	33,878	105
200,000	.....	.....	.....	18,629	1,551	2.92	638,629	53,175	106
4,895,000	2,940	.....	.....	196,002	751	2.14	9,170,842	39,855	107
9,000,000	1,000,000	.....	.....	1,217,496	2,701	4.31	28,272,496	62,737	108
81,740,000	.....	.....	.....	2,975,633	1,504	2.08	136,715,633	82,345	109
690,000	.....	.....	.....	42,689	659	2.16	1,982,689	30,583	110
1,100,000	.....	400,000	.....	.....	.....	.....	3,000,000	56,285	111
$953,258,493	$142,035,254	$7,326,300	$2,089,880	$90,041,032	$2,169	4.27	$2,112,576,715	$50,891	

TABLE III.—*Income Account—Whole Line—for year ending June 30, 1894.*

	1	2	3	4	5	6	7	8	9	
					Income from Property Owned.					
					Source of Income.					
	Name of Company.	Gross earnings from operation.	Operating expenses.	Income from operation. Col 2—Col. 3	Stock	Bonds.	Miscellaneous, including rents.	Total income from property described. Cols 5+6+7.	Total income Cols. 4+8.	
1	*Atchison, Topeka & Santa Fé									1
2	Chicago, Santa Fé & California	$2,559,185	$2,368,067	$191,118					$191,118	2
5	*Baltimore & Ohio									5
6	Baltimore & Ohio & Chicago	2,870,547	2,055,348	815,189					815,199	6
8	Belt Railway of Chicago	521,203	367,479	153,724					153,724	8
9	Centralia & Chester	31,172	19,919	11,253					19,253	9
10	Chicago & Alton	7,373,262	4,122,724	3,250,538	$56,532	$235,738	5,757	298,027	3,548,565	10
11	Joliet & Chicago						105,750	105,750	105,750	11
12	Mississippi River Bridge						70,260	70,260	70,260	12
13	Chicago & Calumet Terminal	235,543	167,635	67,908					67,908	15
14	Chicago & Eastern Illinois	3,907,474	2,250,299	1,657,175	63,600	10,492	4,236	78,328	1,735,502	14
15	Chicago & Western Indiana						1,140,405	1,140,405	1,140,405	15
17	Chicago & Erie	2,990,672	2,464,689	525,983	63,600	10,159		73,759	599,742	17
18	Chicago & Grand Trunk	4,175,365	3,252,599	922,766			96,853	96,853	1,019,619	18
19	Grand Trunk Junction						193,600	193,600	193,600	19
21	Chicago & Indiana State Line						5,383	5,383	5,383	21
22	Chicago & Northwestern	31,680,910	19,927,064	11,753,846	378,227	11,180	38,861	428,268	12,182,114	22
23	Chicago & Northern Pacific (O. & F.)	825,126	260,330	564,796			61,613	61,613	626,409	23
23	Chicago & Northern Pacific (F.)						170,000	170,000	170,000	23
24	Chicago & South Side Rapid Transit	1,256,104	732,542	523,562			13,959	13,959	537,521	24
25	Chicago & Texas	166,301	119,057	47,244					47,244	25
26	Chicago, Burlington & Northern	1,992,917	1,478,496	514,421	1,000	6,500		7,500	521,921	26
27	Chicago, Burlington & Quincy	27,477,886	16,868,028	10,609,858	1,031,527	419,709	108,422	1,559,658	12,169,516	27
28	Chicago & Iowa						182,533	182,533	182,533	28
29	Galesburg & Rio						16,794	16,794	16,794	29
30	Illinois Valley & Northern						79,450	79,450	79,450	30
32	Quincy, Alton & St. Louis						42,000	42,000	42,000	32
33	St. Louis, Rock Island & Chicago						226,236	226,236	226,236	33
34	Chicago, Milwaukee & St. Paul	31,515,624	19,102,928	12,412,696	51,032	15,939	33,714	100,685	12,513,380	34
35	Chicago, Rock Island & Pacific	19,786,520	13,615,920	6,170,600	120,622	262,000	41,398	424,020	6,595,020	35
36	Peoria & Bureau Valley						125,000	125,000	125,000	36
37	Chicago Great Western	3,961,001	3,183,373	777,628	3,910			3,910	781,538	37
39	Cleveland, Cincinnati, Chicago & St. Louis	13,034,049	9,549,753	3,484,296	15,519		78,944	94,463	3,578,759	39

40	Kankakee & Seneca	79,714	134,117	†54,403					†54,403	40
41	Peoria & Eastern	1,609,806	1,394,368	215,438					215,438	41
43	East St. Louis Connecting	134,670	112,231	22,439					22,439	43
44	Elgin, Joliet & Eastern	1,020,326	657,065	363,261					363,261	44
45	Fulton County Narrow Gauge	44,290	43,302	988					988	45
46	Illinois Central	20,564,506	13,201,699	7,362,807	202,033	1,733,662	226,655	2,162,350	9,525,157	46
47	Blue Island						3,110	3,110	3,110	47
48	Chicago, Havana & Western						53,986	53,983	53,986	48
49	Chicago, Madison & Northern						343,500	343,500	343,500	49
54	Rantoul			†6,319		3,550		3,550	†2,769	54
55	South Chicago			†6,833					†6,833	55
57	Indiana & Illinois Southern	74,327	72,390	1,937					1,937	57
58	Indianapolis, Decatur & Western	387,565	317,746	69,819					69,819	58
59	Indiana, Illinois & Iowa	752,909	607,037	145,872		30	12	42	145,914	59
60	Iowa Central	1,811,567	1,212,089	599,478			14,426	14,426	613,903	60
62	Jacksonville Southeastern	968,214	861,504	106,710					106,710	62
63	Jacksonville, Louisville & St. Louis	18,410	13,600	4,810					4,810	63
64	Lake Street Elevated	180,702	120,453	60,249					60,249	64
65	Lake Erie & Western	3,481,323	1,787,329	1,293,994					1,293,994	65
66	Lake Shore & Michigan Southern	21,265,081	14,250,911	7,014,770	415,278	40,874	25,979	482,131	7,496,901	66
67	LaSalle & Bureau County	6,200	4,989	1,211					1,211	67
68	*Louisville & Nashville									68
69	Southeast & St. Louis	1,131,506	731,910	399,596					399,596	69
70	Louisville, Evansville & St. Louis Consolidated	1,471,665	942,858	528,807	23,149		20,886	44,035	572,841	70
71	Madison, Illinois & St. Louis	432,969	275,936	157,033					157,033	71
72	Michigan Central	14,250,488	10,312,160	3,938,328	41,851	2,700	2,250	46,801	3,985,128	72
73	Joliet & Northern Indiana						89,017	89,017	89,017	73
74	*Mobile & Ohio									74
75	St. Louis & Cairo	840,561	550,540	290,021					290,021	75
76	New York, Chicago & St. Louis	6,180,995	5,069,985	1,141,010			5,600	5,600	1,146,610	76
77	Chicago & State Line						154	154	154	77
79	*Pennsylvania Co.									79
81	Pittsburgh, Ft. Wayne & Chicago (O. & F.)	10,550,308	7,208,839	3,341,469					3,341,469	81
82	South Chicago & Southern (O. & F.)	47,482	39,412	8,070					8,070	82
84	Peoria, Decatur & Evansville	836,483	533,576	302,907			3,265	3,265	306,172	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	14,540,003	10,629,082	3,910,921	2,984	1,899	656,743	661,626	4,572,548	87
88	Englewood Connecting (O. & F.)	4,299	2,916	1,383					1,383	88
89	Quincy, Omaha & Kansas City	248,410	190,029	58,381					58,381	89
90	Rock Island & Peoria	638,228	391,602	246,626	480		17,660	18,140	264,766	90
91	St. Louis, Alton & Terre Haute	1,385,045	808,278	576,767		277,277	144,492	421,769	998,537	91
92	Belleville & Carondelet						30,000	30,000	30,000	92
93	Belleville & Eldorado						17,024	17,024	17,024	93
94	Belleville & Southern Illinois						218,456	218,456	218,456	94
95	Chicago, St. Louis & Paducah						59,594	59,594	59,594	95
96	St Louis Southern						82,851	82,851	82,851	96
97	Carbondale & Shawneetown						10,000	10,000	10,000	97
98	St. Louis, Chicago & St. Paul	164,740	148,945	15,795					15,795	98
101	Terminal Railroad Association of St. Louis	1,514,511	626,518	887,993			197,154	197,154	1,085,147	101
102	St. Louis Bridge						591,900	591,900	591,900	102
103	*Terre Haute & Indianapolis									103

Table III.—Continued.

	1	2	3	4	5	6	7	8	9	
					Income from Property Owned.					
					Source of Income.					
	Name of Company.	Gross earnings from operation.	Operating expenses.	Income from operation. Col. 2—Col. 3	Stocks.	Bonds.	Miscellaneous, including rents.	Total income from property described. Cols. 5+6+7.	Total income. Cols. 4+8.	
104	St. Louis, Vandalia & Terre Haute (O. & F.)	$1,665,861	$1,268,836	$397,025	.....	.....	.....	.....	$397,025	104
104	St. Louis, Vandalia & Terre Haute (F.)	.....	.....	.....	.....	.....	$499,758	$499,758	499,758	104
105	Terre Haute & Peoria (O. & F.)	387,483	400,645	†13,162	.....	.....	.....	.....	†13,162	105
106	East St. Louis & Carondelet (F)	.....	.....	†4,198	.....	.....	11,727	11,727	15,925	106
106	East St. Louis & Carondelet (O. & F.)	71,021	52,294	18,727	.....	.....	75	75	18,802	106
107	Toledo, Peoria & Western	914,782	730,821	183,961	.....	.....	.....	.....	183,961	107
108	Toledo, St. Louis & Kansas City	1,536,681	1,273,773	26,,908	.....	.....	.....	.....	262,908	108
109	Wabash	12,732,047	10,272,505	2,459,542	$236,745	$4,120	17,997	258,862	2,718,404	109
110	Wabash, Chester & Western	87,828	66,673	21,155	.....	.....	.....	.....	21,155	110
111	Wisconsin Central	2,768,526	1,945,546	822,980	.....	2,576	125,003	127,579	950,559	111
	Total	$282,762,993	$191,140,759	$91,632,234	$2,708,089	$3,038,405	$6,310,442	$12,056,936	$103,689,170	

*Inserted to show relation of following subsidiary lines.
†Leased to T. H. & I. February 28, 1894.
‡Deficit earnings.

Table III—Income Account— Whole Line—Continued.

	Name of Company.	10	11	12	13	14	15	16	17	
		Expenditures Assignable to Fixed Charges.								
		Designation.								
		Interest on funded debt, accrued.	Interest on interest bearing current liabilities accrued not otherwise provided for.	Rents.	Taxes.	Miscellaneous.	Total fixed charges. Cols. 10+11+12+13+14.	Net income. Cols. 9—15.	Net deficit. Cols. 9—15.	
1	Atchison, Topeka & Santa Fé (*)									1
2	Chicago, Santa Fé & California	$901,480			$150,951	$395,852	$1,448,283		$1,257,165	2
5	Baltimore & Ohio (*)									5
6	Baltimore & Ohio & Chicago	464,640			83,578	187,446	735,664	$79,535		6
8	Belt Railway of Chicago			142,141	54,000		196,141		42,417	8
10	Chicago & Alton	578,582		653,683	273,864	47,633	1,553,762	1,994,803		10
11	Joliet & Chicago					750	750	105,000		11
12	Mississippi River Bridge	34,260					34,260	36,000		12
13	Chicago & Calumet Terminal	300,000	146		11,390		311,536		243,628	13
14	Chicago & Eastern Illinois	927,272	15,516	238,756	159,411		1,340,955	394,548		14
15	Chicago & Western Indiana	664,130				145,189	809,319	331,086		15
17	Chicago & Erie	845,856	1,359		128,223		975,438		375,697	17
18	Chicago & Grank Trunk	660,000	154,392	193,600	205,142	67,530	1,280,664		261,044	18
19	Grand Trunk Junction	193,600					193,600			19
21	Chicago & Indiana State Line		16,067		2,898	7,705	26,670		21,287	21
22	Chicago & Northwestern	6,872,997		10,221	1,020,964	365,328	8,269,510	3,912,604		22
23	Chicago & Northern Pacific (O. & F.)			326,024	90,280	141,428	557,732	68,677		23
23	Chicago & Northern Pacific (F.)	52,000	4,533			21,219	77,752	92,248		23
24	Chicago & South Side Rapid Transit	525,000			4,701		529,701	7,820		24
25	Chicago & Texas	47,625			5,320	21	52,966		5,722	25
26	Chicago, Burlington & Northern	655,825			91,895	25,736	773,456		251,535	26
27	Chicago, Burlington & Quincy	6,546,632		268,075	1,285,192	513,717	8,613,616	3,555,900		27
28	Chicago & Iowa	160,000			22,533		182,533			28
29	Galesburg & Rio	14,628			2,166		16,794			29
30	Illinois Valley & Northern	69,792			9,658		79,450			30
32	Quincy, Alton & St. Louis	42,000					42,000			32
33	St. Louis, Rock Island & Chicago	175,000			51,236		226,236			33
34	Chicago, Milwaukee & St. Paul	7,503,748	95,822		1,199,077		8,798,647	3,714,733		34

Table III—Income Account—Whole Line—Concluded.

	Name of Company.	10	11	12	13	14	15	16	17	
		Expenditures Assignable to Fixed Charges.								
		Designation.								
		Interest on funded debt, accrued.	Interest on interest bearing current liabilities accrued not otherwise provided for.	Rents.	Taxes.	Miscellaneous.	Total fixed charges. Cols. 10+11+12+13+14	Net income. Cols. 9—15.	Net deficit. Cols. 9—15.	
35	Chicago, Rock Island & Pacific	$3,299,175	.....	$875,740	$845,645	$43,508	$5,064,068	$1,530,952	.....	35
36	Peoria & Bureau Valley	.....	.....	.....	.....	1,301	1,301	123,699	.....	36
37	Chicago Great Western	248,845	$25,585	.....	120,000	.....	394,430	387,108	.....	37
39	Cleveland, Cincinnati, Chicago & St. Louis	2,528,504	110,868	.....	405,688	25,731	3,070,791	507,968	.....	39
40	Kankakee & Seneca	39,000	.....	.....	12,109	.....	51,109	.....	$105,512	40
41	Peoria & Eastern	419,120	.....	.....	60,749	431,392	911,261	.....	695,825	41
43	East St. Louis Connecting	.....	25,208	12,050	6,571	.....	43,829	.....	21,390	43
44	Elgin, Joliet & Eastern	303,950	17,299	.....	42,799	.....	364,048	.....	787	44
45	Fulton County Narrow Gauge	33,880	.....	.....	2,266	.....	36,146	.....	35,158	45
46	Illinois Central	2,665,265	166,675	2,515,953	1,074,759	89,230	6,511,882	3,013,276	.....	46
47	Blue Island	5,000	.....	.....	.....	.....	5,000	.....	1,890	47
48	Chicago, Havana & Western	125,000	3,961	.....	.....	.....	128,961	.....	74,975	48
49	Chicago, Madison & Northern	343,500	.....	.....	.....	.....	343,500	.....	.....	49
54	Rantoul	50,000	.....	.....	.....	.....	50,000	.....	52,769	54
55	South Chicago	10,000	.....	.....	.....	.....	10,000	.....	16,833	55
57	Indiana & Illinois Southern	.....	686	.....	757	.....	1,445	494	.....	57
58	Indianapolis, Decatur & Western	132,880	.....	.....	33,854	.....	166,734	.....	96,915	58
59	Indiana, Illinois & Iowa	50,300	.....	26,656	26,741	.....	103,697	42,217	.....	59
60	Iowa Central	329,120	6,126	35,460	60,611	36,409	467,726	146,177	.....	60
62	Jacksonville Southeastern	257	.....	4,333	51,299	9,196	65,085	41,825	.....	62
63	Jacksonville, Louisville & St. Louis	.....	.....	.....	.....	.....	.....	4,810	.....	63
64	Lake Street Elevated	102,500	691	.....	181	.....	103,372	.....	43,123	64
65	Lake Erie & Western	451,806	.....	.....	172,000	207,017	830,823	463,461	.....	65
66	Lake Shore & Michigan Southern	3,162,338	.....	559,058	689,417	163,657	4,574,470	2,922,431	.....	66
67	LaSalle & Bureau County	.....	.....	.....	22	492	514	697	.....	67
68	Louisville & Nashville (*)	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis	300,000	.....	.....	54,191	.....	354,191	45,405	.....	69
70	Louisville, Evansville & St. Louis Consolidated	405,212	14,157	110,675	83,125	.....	612,569	.....	39,728	70

71	Madison, Illinois & St. Louis	84,100	175,125	115,668	29,484	745	405,122		248,089	71
72	Michigan Central	1,067,800		348,685	343,875	984,746	2,745,106	1,240,022		72
73	Joliet & Northern Indiana	56,000				6,370	62,370	26,647		73
74	Mobile & Ohio (*)									74
75	St. Louis & Cairo	160,000			30,305	58,553	278,858	11,163		75
76	New York, Chicago & St. Louis	778,000		5,100	188,703	87,500	1,059,303	87,307		76
77	Chicago and State Line							154		77
79	Pennsylvania Co. (*)									79
80	Calumet River		3,300			10,350	13,650		13,650	80
81	Pittsburgh, Ft. Wayne & Chicago (O. & F.)			3,482,676	397,636		3,880,312		538,843	81
82	Chicago & Southern (O. & F.)		6,475		2,952	83,397	92,824		87,754	82
84	Peoria, Decatur & Evansville	287,521	16,022	30,003	87,019	429,417	849,982		543,810	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	2,394,270		996,697	498,366	165,938	4,055,271	517,277		87
88	Englewood Connecting (O. & F.)				2,520		2,520		1,137	88
89	Quincy, Omaha & Kansas City	12,600			14,073	93,898	120,571		62,190	89
90	Rock Island & Peoria	42,000			36,467		78,467	186,299		90
91	St. Louis, Alton & Terre Haute	469,000		384,281	48,452	22,088	923,821	74,716		91
92	Belleville & Carondelet	29,100					29,100	900		92
93	Belleville & Eldorado	35,200				19	35,219	15,648		93
94	Belleville & Southern Illinois	80,560				11,177	91,737	126,719		94
95	Chicago, St. Louis & Paducah	67,500				512	68,012		8,418	95
96	St. Louis Southern	47,300		10,000		871	58,171	21,680		96
97	Carbondale & Shawneetown	10,000					10,000			97
98	St. Louis, Chicago & St. Paul	62,500			17,095		79,595		63,800	98
101	Terminal Railroad Association of St. Louis	315,000	13,421	666,900	98,847	10,775	1,104,943		19,796	101
102	St. Louis Bridge	350,000				2,500	352,500	239,400		102
103	Terre Haute & Indianapolis (*)									103
104	St. Louis, Vandalia & Terre Haute (O. & F.)					397,025	397,025			104
104	St. Louis, Vandalia & Terre Haute (F.)	314,930			62,455	22,973	400,358	99,400		104
105	Terre Haute & Peoria (F.)	103,892		20,340	18,021	4,099	146,352		15,460	105
106	East St. Louis & Carondelet (F.)	14,000					14,000	1,925		106
106	East St. Louis & Carondelet (O. & F.)				4,375		4,375	14,427		106
107	Toledo, Peoria & Western	195,800	1,752		36,848	16,453	250,853		66,892	107
108	Toledo, St. Louis & Kansas City	540,000			88,700		628,700		365,792	108
109	Wabash	2,783,131		76,300	497,098	33,640	3,390,169		671,766	109
110	Wabash, Chester & Western	34,500			4,498	69	39,067		17,912	110
111	Wisconsin Central	112,805		933,104	139,422	84,397	1,269,728		319,168	111
	Totals	$53,688,228	$875,186	$13,041,579	$11,242,474	$5,484,999	$84,332,468	$26,169,958	$6,687,875	

(*) Inserted to show relation of following subsidiary lines.

TABLE III—*Income Account*—

	Name of Company.	18	19	20	21	22	23
		PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1894. Columns 16-22.
		DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.	
		PREFERRED STOCK.		COMMON STOCK.			
		Amount.	Rate per cent.	Amount.	Rate per cent.		
1	Atchison, Topeka & Santa Fé (*)						
2	Chicago, Santa Fé & California						
5	Baltimore & Ohio (*)						
6	Baltimore & Ohio & Chicago						$79,535
8	Belt Railway of Chicago						
10	Chicago & Alton	$278,360	8	$1,353,058	8	$1,631,418	363,385
11	Joliet & Chicago			105,000	7	105,000	
12	Mississippi River Bridge			21,000	7	36,000	
13	Chicago & Calumet Terminal						
14	Chicago & Eastern Illinois	286,914	6			286,914	107,634
15	Chicago & Western Indiana			200,000	6	300,000	31,086
17	Chicago & Erie						
18	Chicago & Grand Trunk					261,044	
21	Chicago & Indiana State Line						
22	Chicago & Northwestern	1,563,450	7	2,343,144	6	3,906,594	6,010
23	Chicago & Northern Pacific (O.& F.)						68,677
23	Chicago & Northern Pacific (F.)						92,248
24	Chicago & South Side Rapid Transit						7,820
25	Chicago & Texas						
26	Chicago, Burlington & Northern						
27	Chicago, Burlington & Quincy			4,100,135	5	4,100,135	
34	Chicago, Milwaukee & St. Paul	1,809,213	7	1,838,308	4	3,647,521	67,212
35	Chicago, Rock Island & Pacific			1,846,232	4	1,846,232	
36	Peoria & Bureau Valley	135,000	9			135,000	
37	Chicago Great Western					379,080	8,028
39	Cleveland, Cincinnati, Chi. & St. L.	500,000	5			500,000	7,968
40	Kankakee & Seneca						
41	Peoria & Eastern						
42	DePue, Ladd & Eastern						
43	East St. Louis Connecting						
44	Elgin, Joliet & Eastern						
45	Fulton County Narrow Gauge						
46	Illinois Central			2,500,000	5	2,500,000	513,276
47	Blue Island						
48	Chicago, Havana & Western						
54	Rantoul						
55	South Chicago						
57	Indiana & Illinois Southern						494
58	Indianapolis, Decatur & Western						
59	Indiana, Illinois & Iowa						42,217
60	Iowa Central					3	15,099
62	Jacksonville Southeastern						41,624
68	Jacksonville, Louisville & St. Louis						4,810
64	Lake Street Elevated						
65	Lake Erie & Western	592,000	5			592,000	
66	Lake Shore & Michigan Southern	53,350	10	2,967,990	6	3,021,340	
67	LaSalle & Bureau County						697
58	Louisville & Nashville (*)						
69	Southeast & St. Louis						(†)45,405
70	Louisville, Evansville & St. L. Con.			609	7	609	
71	Madison, Illinois & St. Louis						
72	Michigan Central			1,030,601	5½	1,368,947	
73	Joliet & Northern Indiana			24,000	8	24,000	2,647
74	Mobile & Ohio (*)						
75	St. Louis & Cairo			16,250	4	16,250	
76	New York, Chicago & St. Louis	200,000	4			299,460	
77	Chicago & State Line						154
79	Pennsylvania Co. (*)						
80	Calumet River						
81	Pittsburgh, Ft Wayne & Chi. (O.& F.)						
82	South Chicago & Southern (O. & F.)						
84	Peoria, Decatur & Evansville						

(*) Inserted to show relation of following subsidiary lines.
(†) Carried into L. & N. income account.

Whole Line—Continued.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1894. Cols. 17–22.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	Additions for year.	Deductions for year.	Surplus on June 30, 1894.	Deficit on June 30, 1894.	
							1
$1,257,165		$3,250,759				$4,507,924	2
							5
		4,753,414		$8,083		4,681,962	6
42,417	$153,121				$110,704		8
	2,273,791		$343,063	237,448	2,742,791		10
							11
							12
243,627	8,820		2,168			232,639	13
	1,424,072			46,945	1,484,762		14
	686,317				717,403		15
375,697		1,320,250				1,695,947	17
							18
21,287		80,265				101,552	21
	7,820,941				7,826,051		22
		170,403				101,707	23
					92,248		23
	4,444				12,264		24
5,722						5,722	25
251,535		651,684	99,843			803,375	26
544,235	11,351,698				10,807,463		27
	6,487,899			34,071	6,521,040		34
315,279	224,802					90,477	35
11,301	79,773				68,472		36
					8,028		37
	454,018				461,986		39
105,512		402,110				507,622	40
695,823		456,476				1,152,299	41
787		66,618				67,405	42
21,391		83,452				104,843	43
787		66,618				67,405	44
35,158		386,912				422,070	45
	2,914,953				3,428,229		46
1,890		11,950				13,840	47
74,975		535,336				610,310	48
52,769		214,835				267,604	24
16,833	67,848				51,016		55
	15,153				15,647		57
96,915		209,150				306,065	58
	309,494			9,340	342,371		59
		24,713				9,613	60
					34,809		62
					4,810		63
43,123						43,123	64
128,828	1,070,697				941,869		65
98,909	12,155,263				12,056,354		66
					697		67
							68
							69
40,337	290,790			395,917		145,463	70
248,089		348,518				596,607	71
128,925	7,048,935				6,920,010		72
	32,190				34,838		73
							74
5,087	27,552			1,018	21,447		75
212,152	135,328		76,824	540		76,284	76
	500				654		77
							79
13,650		14,625				28,275	80
538,843	7,538,930				7,000,087		81
84,753		1,549				86,302	82
543,810	183,497					360,313	84

TABLE III—*Income Account*—

	Name of Company.	18	19	20	21	22	23
		PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1894. Columns 16–22.
		DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.	
		PREFERRED STOCK.		COMMON STOCK.			
		Amount.	Rate per cent.	Amount.	Rate per cent.		
87	Pittsburgh, Cin., Chi. & St. Louis	$909,312	4	.....	.....	$909,312	$392,035
88	Englewood Connecting (F.)	.....	.....	.....	.....	.....	.....
89	Quincy, Omaha & Kansas City	.....	.....	.....	.....	.....	.....
90	Rock Island & Peoria	.....	.....	$75,000	5	75,000	111,299
91	St. Louis, Alton & Terre Haute	.....	.....	.....	.....	.....	74,716
92	Belleville & Carondelet	.....	.....	.....	.....	.....	900
93	Belleville & Eldorado	.....	.....	.....	.....	.....	.....
94	Belleville & Southern Illinois	102,000	8	.....	.....	102,000	24,719
95	Chicago, St. Louis & Paducah	.....	.....	.....	.....	.....	.....
96	St. Louis Southern	.....	.....	23,000	5	23,000	1,680
97	Carbondale & Shawneetown	.....	.....	.....	.....	10,000	.....
98	St. Louis, Chicago & St. Paul	.....	.....	.....	.....	.....	.....
101	Terminal Railroad Ass'n of St. L.	.....	.....	.....	.....	.....	.....
102	St. Louis Bridge	239,400	6&3	.....	.....	239,400	.....
103	Terre Haute & Indianapolis (*)	.....	.....	.....	.....	.....	.....
104	St. L., Vandalia & Terre Haute (F.)	108,129	7	.....	.....	108,129	.....
105	Terre Haute & Peoria (F.)	.....	.....	.....	.....	.....	.....
106	East St. Louis & Carondelet (F.)	.....	.....	.....	.....	.....	1,925
107	Toledo, Peoria & Western	.....	.....	.....	.....	.....	.....
108	Toledo, St. Louis & Kansas City	.....	.....	.....	.....	.....	.....
109	Wabash	.....	.....	.....	.....	.....	.....
110	Wabash, Chester & Western	.....	.....	.....	.....	.....	.....
111	Wisconsin Central	.....	.....	.....	.....	.....	.....
	Totals	$6,777,425	.....	$18,544,327	.....	$26,324,388	$2,113,300

*Inserted to show relation of following subsidiary lines.

Whole Line – Concluded.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1894. Cols. 17–22.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	Additions for year.	Deductions for year.	Surplus on June 30, 1894.	Deficit on June 30, 1894.	
.....	$495,655	.....	.....	$402,987	.....	$299,367	87
$1,137	.....	$4,037	.....	.....	.....	$5,174	88
62,190	8,476	.....	.....	.....	.....	53,714	89
.....	1,081,127	.....	.....	.....	$1,192,426	.....	90
.....	1,620,628	.....	.....	.....	1,695,344	.....	91
15,648	20,686	.....	.....	.....	21,586	.....	92
.....	57,596	238,262	.....	.....	.....	253,910	93
8,418	12,358	.....	.....	41,116	41,199	.....	94
.....	21,684	.....	.....	.....	3,940	.....	95
.....	.....	.....	.....	.....	23,364	.....	96
63,800	.....	.....	.....	.....	.....	.....	97
19,796	387,673	.....	.....	.....	.....	63,800	98
.....	.....	.....	.....	.....	367,877	.....	101
.....	.....	.....	.....	.....	.....	.....	102
8,729	381,443	.....	.....	.....	.....	.....	103
15,460	.....	16,138	.....	.....	372,714	.....	104
.....	14,993	.....	$502	.....	.....	31,598	105
66,892	.....	79,679	.....	.....	17,420	.....	106
365,792	.....	318,411	.....	43,542	.....	146,571	107
671,766	.....	.....	.....	.....	.....	727,745	108
17,912	.....	21,906	.....	.....	.....	.....	109
319,168	.....	319,168	.....	.....	.....	39,818	110
						319,168	111
$7,894,311	$68,863,145	$6,049,238	$522,400	$1,221,007	$65,442,920	$19,027,593	

Table IV.—*Earnings and Income in Illinois*

A.—*Earnings from Operation.*

1	2	3	4	5	6	7	8
Name of Company.	Earnings Arising from Passenger Service.						
	Passenger Revenue.	Revenue per passenger per mile. *Cents*	Mail.	Express	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile. *Dollars and Cents.*	Proportion to total earnings. 6÷Col. 16. 100×Col.
1 Atchison, Top. & Santa Fé (1)	.....	.....	.....	.....	.....	.....	.....
2 Chi., Santa Fé & California..	$336,907	.871	$39,964	$51,120	$438,397	.48074	30.01
5 Baltimore & Ohio (1).	.....	.....	.....	.....	.....	.....	.....
6 Baltimore & Ohio & Chicago.	101,757	.....	8,842	6,970	118,365	.....	55.13
8 Belt Railway of Chicago.....	.....	.....	.....	.....	.....	.....	.....
9 Centralia & Chester.....	15,541	.....	1,622	490	17,654	.....	51.23
10 Chicago & Alton	2,287,274	1.798	147,743	145,452	2,580,460	1.53784	44.28
13 Chicago & Calumet Terminal..	.....	.....	.....	.....	.....	.....	.....
14 Chicago & Eastern Illinois.....	837,083	1.511	32,978	31,497	916,040	1.17227	35.52
18 Chicago & Grand Trunk	305,415	1.403	5,924	3,843	330,890	1.22143	62.25
22 Chicago & Northwestern	1,090,854	1.954	87,195	58,649	1,252,248	1 06475	32.64
23 Chi. & Northern Pac. (O. & F.)	138,369	.....	.....	.....	140,375	.....	17.01
24 Chi. & S. Side Rapid Transit...	1,256,104	.584	.....	.....	1,256,104	.72433	100.00
25 Chicago & Texas	17,946	2.852	3,435	503	21,884	.45622	13.16
26 Chi., Burlington & Northern...	122,440	1.852	12,779	6,880	143,230	.96397	26.19
27 Chi., Burlington & Quincy (2).	1,854,309	2.027	311,864	184,950	2,385,395	1.26235	35.10
34 Chicago, Milwaukee & St. Paul	369,271	2.191	53,254	31,668	479,852	1.18550	30.45
35 Chicago, Rock Island & Pacific	1,959,786	1.742	70,422	117,722	2,237,682	1.65031	36.72
37 Chicago Great Western.	239,119	1.765	20,430	16,800	361,884	1.01711	26.64
39 Clev., Cin., Chicago & St. L...	1,069,703	.188	119,317	89,265	1,278,985	1.04261	37.65
40 Kankakee & Seneca	9,435	2.779	1,859	2,400	13,694	.70718	17.18
41 Peoria & Eastern	183,153	2.283	26,714	15,330	225,197	.85899	37.17
43 East St. Louis Connecting.....	.....	.....	.....	.....	.....	.....	.....
44 Elgin, Joliet & Eastern	11,988	2.280	1,013	8,000	21,001	2.42000	2.15
45 Fulton County Narrow Gauge.	14,220	1.992	3,202	2,450	20,316	.50930	45.87
46 Illinois Central	4,476,574	2.298	257,637	227,196	5,101,561	1.07968	41.36
57 Indiana & Illinois Southern ...	9,711	2.749	3,273	222	13,206	.39005	29.61
58 Indianapolis, Decat'r & West'n.	60,745	2.362	8,284	9,447	80,165	.55617	41.37
59 Indiana, Illinois & Iowa	7,361	2.923	3,919	699	11,979	1.01744	2.81
60 Iowa Central.....	45,389	2.603	7,019	3,418	56,592	.48975	13.37
62 Jacksonville Southeastern.....	213,485	2 190	29,170	17,887	263,505	.53800	27.21
63 Jack'nv'le, Louisville & St. L	4,992	2 754	1,297	599	6,888	.....	37.52
64 Lake Street Elevated.....	174,733	4.999	.....	.....	180,702	.60114	100.00
65 Lake Erie & Western.	140,277	2.296	10,965	9,296	162,708	.83791	31.35
66 Lake Shore & Mich. Southern..	255,545	2 020	53,915	18,874	331,672	1.13465	56.10
67 LaSalle & Bureau County.....	.....	.....	.....	.....	.....	.....	.....
68 Louisville & Nashville (1).....	.....	.....	.....	.....	.....	.....	.....
69 Southeast & St. Louis.....	255,842	2.438	40,119	23,842	328,133	1.22163	32.42
70 Louis., Evansville & St. L. Con	133,198	2.142	13,681	10,465	157,345	.67051	32.08
71 Madison, Illinois & St. Louis ..	16,718	1.279	112	.....	16,830	.....	.....
72 Michigan Central	278,221	2.131	4,385	5,751	288,358	1.65416	48.37
74 Mobile & Ohio (1).....	.....	.....	.....	.....	.....	.....	.....
75 St. Louis & Cairo	137,373	2 172	23,525	26,203	190,649	.67255	22.69
76 New York, Chicago & St. L....	122,809	2.851	2,370	2,756	123,389	1.29799	63.91
79 Pennsylvania Co. (1)	.....	.....	.....	.....	.....	.....	.....
81 Pitts., Ft. W. & Chi. (O. & F.)	126,126	1 931	12,585	8,857	150,329	1.38044	34.42
82 S. Chi. & Southern (O. & F.).	18,157	1 695	.....	360	18,518	.65696	39.00
84 Peoria, Decatur & Evansville ..	157,933	2.727	21,237	16,418	195,588	.63081	27.06
87 Pitts., Cincinnati, Chi. & St. L.	96,107	1.913	16,060	7,986	122,772	1.09333	33.48
88 Englewood Con. (O. & F.)..	.....	.....	.....	.....	.....	.....	.....
90 Rock Island & Peoria..	109,550	2.778	10,028	6,225	127,263	.99587	20.00
91 St. Louis, Alton & Terre Haute	249,189	2.395	27,146	36,000	313,701	1.08731	22.65
98 St. Louis, Chicago & St. Paul..	36,371	2.430	6,187	3,600	46,369	.41530	28.11
101 Ter. R. R. Asso'n of St. L.....	180,239	8.717	12,500	25,585	218,324	.....	29.91
103 Terre Haute & Indianapolis (1).	.....	.....	.....	.....	.....	.....	.....

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for Illinois.

for year ending June 30, 1894.

A.—*Earnings from Operation.*

9	10	11	12	13	14	15	16	17	18	
Earnings Arising from Freight Service.					Other Earnings.		Summary of Earnings.			
Freight Revenue.	Revenue per ton per mile. *Cents*	Total freight earnings including stock yards elevators and miscellaneous.	Freight earnings per train mile. *Dollars and Cents*	Proportion to total earnings 100×Col. 11÷Col. 16	Balance of car mile-age and switching charges	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income 100×Col. 16÷Col. 24	
										1
$1,008,082	.405	$1,012,917	.68	69.13	$1,246	$8,248	$1,460,808	$0.61102	100.00	2
										5
96,134		96,232		44.87			214,697	1.18260	100 00	6
507,584		521,203	1.03	100.00			521,203	1.03000	100.00	8
21,519		21,519		48.77			39,173		100.00	9
3,217,344	.969	3,217,344	1.71	55 21		29,440	5,827,244	1.63589	95.14	10
					143,333	817	144,150		100.00	13
1,592,913	.633	1,620,890	2.21	62.86		41,535	2,578,465	1.67280	97.25	14
197,285	.662	197,285	1.08	37.12		3,330	531,505	1.17043	84.69	18
2,565,594	1.079	2,570,324	1.33	66.86		14,220	3,836,792	1.23257	98.68	22
					130,773	563,978	825,129		93.15	23
							1,256,104	.72433	98.90	24
125,695	.998	125,695	1.57	74.81		18,732	166,301	1.30036	100.00	25
398,112	.693	398,112	1.56	72.80	3	5,524	546,869	1.32322	100.00	26
4,299,849	.919	4,300,598	1.41	63.27	73,969	109,508	6,869,470		94 59	27
1,077,534	1.037	1,083,552	1.59	68.76		12,377	1,575,781	1.45196	99.68	34
3,692,737	.931	3,692,737	1.67	60.61	68,056	92,835	6,092,310	1.70892	98.04	35
991,890	.881	991,890	1.77	72.98		5,213	1,358,987	1.49411	99.95	37
2,050,132	.649	2,050,132	1.36	60.36		67,557	3,396,674	1.24034	99.28	39
53,562	.573	53,562	1.13	67.19		12,458	79,714	1.01041	100.00	40
379,278	.548	379,278	1 13	62.61		1,295	605,779	1.01189	100.00	41
					134,670		134,670		100.00	43
947,980	.710	947,980	1.71	96.90		9,271	978,252	1.76909	100.00	44
23,974	1.174	23,974	.63	54.13			44,290	.56724	100.00	45
6,548,168	.738	6,557,606	1.28	53.16		675,587	12,334,754	1.25662	97.08	46
31,370	3.068	31,370	.99	70.38		20	44,596	.68193	100.00	57
113,411	1 178	113,618	1.54	58.63			193,783	.89048	100.00	58
412,687	.988	412,687	1.66	96.73	796	573	426,035	1.63450	100.00	59
366,255	.643	366,651	1.62	86.59		197	423,440	1.21006	100.00	60
694,047	.865	694,047	.95	71.69		10,662	968,214		100.00	62
9,753	1.805	11,521		62.48			18,409		100.00	63
							180,702	.60114	100.00	64
326,651	.633	326,651	1 47	63 97	14,327	15,209	518,895	1.24939	100.00	65
209,189	.817	250,232	3.91	42.32		9,310	591,214	2.20422	99.20	66
					6,200		6,200		100.00	67
										68
647,212	.837	647,212		65.95		6,010	981,355	1.33637	100.00	69
326,541	.968	326,541	1.45	66.59	957	5,712	490,555	1.06519	94.28	70
161,471	3.254	161,471			20,449	17,734	216,485		100.00	71
307,756	.887	307,756	1.47	51.63			596,114	1.55619	98.05	72
										74
647,735	.777	647,735	1.10	77.06	2,178		840,562	.96419	100.00	75
64,343	.659	64,343	.99	33.32		330	188,062	1.28370	99.90	76
										79
209,404	.667	209,404	1.52	47.91		76,966	436,699	1.77119	100.00	81
20,159	1.385	20,159	2.01	42.45	8,718	87	47,482	1.24239	100.00	83
501,495	1.085	501,495	1.62	69.37	24,215	1,492	722,796	1.09908	99.64	84
228,192	.649	228,192	1.32	62.32	11,102	4,666	366,792	1.28632	99.87	87
					4,299		4,299		100.00	88
510,091	1.318	510,091	1.85	79.90	526	348	638,328	1.58315	97.21	90
1,014,101	.988	1,040,633	2.41	75.13	6,213	24,469	1,385,046	1.95584	76.66	91
80,096	1.383	80,096	1.06	48.62	37,633	642	164,740	.88097	100.00	98
407,345	9.742	407,345		55.81	110,350	3,844	739,863		88.49	101
										103

TABLE IV.—*Earnings and Income in Illinois*

A.—*Earnings from Operation.*

	1	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
	NAME OF COMPANY.	Passenger Revenue.	Revenue per passenger per mile. *Cents*	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile. *Dollars and Cents.*	Proportion to total earnings. 100×Col. 6÷Col. 16
104	St. L., Van. & T. H. (O.&F.)	447,194	2.192	207,652	43,615	699,258	.93761	41.37
105	Terre Haute & Peo. (O. & F.)	85,463	2.586	13,406	8,480	107,709	.47372	27.79
106	East St. Louis & Carondelet	.....	.....	.....	.....	.....	.....	.....
107	Toledo, Peoria & Western	271,502	2.448	27,956	23,077	329,358	.92081	36.00
108	Toledo, St. Louis & Kansas C.	76,038	1.796	14,172	15,000	108,288	1.25919	76.51
109	Wabash	1,315,337	1.877	138,764	108,791	1,584,660	.92610	37.87
110	Wabash, Chester & Western	26,293	2.732	5,408	1,352	33,479	.60060	38.12
111	Wisconsin Central	243,116	2.470	8,176	9,176	305,127	1.76340	35.24
	Total	$21,992,111	2.312	$1,929,305	$1,445,866	$25,914,078	.85309	36.96

for year ending June 30, 1894—Concluded.

A.—*Earnings from Operation.*

9	10	11	12	13	14	15	16	17	18	
Earnings Arising from Freight Service.					Other Earnings.		Summary of Earnings.			
Freight Revenue.	Revenue per ton per mile. *Cents*	Total freight earnings, including stock yards elevators and miscellaneous.	Freight earnings per train mile. *Dollars and Cents*	Proportion to total earnings 100×Col. 11÷Col. 16	Balance of car mileage and switching charges	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income. 100×Col. 16÷Col. 24	
$961,189	.840	$961,189	1 29	58.30	.....	$5,414	$1,665,861	$1.11792	100.00	104
279,701	.769	279,701	1.02	72.20	.....	73	387,483	.77056	100.00	105
.....	.....	.....	.....	.....	$56,812	14,208	71,020	.....	99.89	106
545,419	1.315	546,186	1.17	57.71	.....	39,238	914,782	1.11022	100.00	107
352,716	.489	352,716	1.26	23.49	.....	.....	461,004	.94817	100.00	108
2,552,297	.698	2,599,156	1.25	62.13	.....	.....	4,183,816	1.10184	97.95	109
54,289	2.302	54,289	1.01	61.81	.....	59	87,828	.80461	100.00	110
555,371	1.201	556,693	2.44	64.75	633	3,095	865,548	2.05840	96.40	111
$42,384,602	1.213	$42,572,404	1.48	60.37	$847,188	$1,913,273	$71,246,953	$1.24952	91.92	

TABLE IV.—*Earnings and Income in Illinois for year ending June 30, 1894.*—Continued.

B.—*Income from Property Owned but not Operated.*

	Name of Company.	19	20	21	22	23	24	
		INCOME FROM PROPERTY OWNED.						
		Source of Income.						
		Stocks.	Bonds.	Miscellaneous, including rents.	Total income from property (described). Cols. 19+20+21	Proportion to total income. 100×Col. 22÷Col. 24	Total earnings and income Cols. 16+22.	
1	Atchison, Topeka & Santa Fé (1)	.....	.....	.....	.....	.....	.....	1
2	Chicago, Santa Fé & California	.....	.....	.....	.....	.....	$1,460,808	2
5	Baltimore & Ohio (1)	.....	.....	.....	.....	.....	.....	5
6	Baltimore & Ohio in Chicago	.....	.....	.....	.....	.....	214,697	6
8	Belt Railway of Chicago	.....	.....	.....	.....	.....	521,203	8
9	Centralia & Chester	.....	.....	.....	.....	.....	39,173	9
10	Chicago & Alton	$56,532	$235,738	$5,757	$298,027	4.86	6,125,278	10
11	Joliet & Chicago	.....	.....	105,750	105,750	100.00	105,750	11
12	Mississippi River Bridge	.....	.....	34,338	34,338	100.00	34,338	12
13	Chicago & Calumet Terminal	.....	.....	.....	.....	.....	144,150	13
14	Chicago & Eastern Illinois	63,600	6,164	3,051	72,815	2.75	2,651,286	14
15	Chicago & Western Indiana	.....	.....	1,140,405	1,140,405	100.00	1,140,405	15
18	Chicago & Grand Trunk	.....	.....	96,085	96,085	15.31	627,590	18
19	Grand Trunk Junction	.....	.....	193,600	193,600	100.00	193,600	19
21	Chicago & Indiana State Line	.....	.....	5,383	5,383	100.00	5,383	21
22	Chicago & Northwestern	45,195	1,336	4,644	51,175	1.32	3,887,967	22
23	Chicago & Northern Pac (O & F.)	.....	.....	61,611	61,611	6.95	886,737	23
23	Chicago & Northern Pacific (O.)	.....	.....	170,000	170,009	100.00	170,000	23
24	Chi. & South Side Rapid Transit	.....	.....	13,959	13,959	1.10	1,270,063	24
25	Chicago Union Transfer	.....	.....	.....	.....	.....	166,301	25
26	Chicago, Burlington & Northern	.....	.....	.....	.....	.....	546,869	26
27	Chicago, Burlington & Quincy (2)	257,882	104,927	27,106	389,915	5.41	7,259,385	27
28	Chicago & Iowa	.....	.....	182,533	182,533	100.00	182,533	28
29	Galesburg & Rio	.....	.....	16,794	16,794	100.00	16,794	29
30	Illinois Valley & Northern	.....	.....	79,450	79,450	100.00	79,450	30
32	Quincy, Alton & St. Louis	.....	.....	42,000	42,000	100.00	42,000	32
33	St. Louis, Rock Island & Chic.	.....	.....	226,236	226,236	100.00	226,236	33
34	Chicago, Milwaukee & St. Paul	2,552	797	1,685	5,034	.32	1,580,815	34
35	Chicago, Rock Island & Pacific	38,085	82 716	1,343	122,144	1.96	6,214,545	35
36	Peoria & Bureau Valley	.....	.....	125,000	125,000	100.00	125,000	36
37	Chicago Great Western	704	.....	.....	704	.05	1,359,691	37
39	Cleveland, Cincin., Chi. & St. L.	4,044	.....	20,573	24,617	.72	3,421,291	39
40	Kankakee & Seneca	.....	.....	.....	.....	.....	79,714	40
41	Peoria & Eastern	.....	.....	.....	.....	.....	605,770	41
43	East St. Louis Connecting	.....	.....	.....	.....	.....	134,670	43
44	Elgin, Joliet & Eastern	.....	.....	.....	.....	.....	978,252	44
45	Fulton County Narrow Gauge	.....	.....	.....	.....	.....	44,290	45
46	Illinois Central	293	143,721	226,654	370,678	2.92	12,705 432	46
57	Indiana & Illinois Southern	.....	.....	.....	.....	.....	44,596	57
58	Indianapolis, Decatur & Western	.....	.....	.....	.....	.....	193,783	58
59	Indiana, Illinois & Iowa	.....	15	12	27	.....	426,062	59
60	Iowa Central	.....	.....	2	2	.....	423,442	60
62	Jacksonville Southeastern	.....	.....	.....	.....	.....	968,214	62
63	Jacksonville, Lonisville & St. L.	.....	.....	.....	.....	.....	18,409	63
64	Lake Street Elevated	.....	.....	.....	.....	.....	180,702	64
65	Lake Erie & Western	.....	.....	.....	.....	.....	516,895	65
66	Lake Shore & Michigan Southern	4,049	662	73	4,784	.80	595,998	66
67	LaSalle & Bureau County	.....	.....	.....	.....	.....	6,200	67
68	Louisville & Nashville (1)	.....	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis	.....	.....	.....	.....	.....	981,355	69
70	Louisville, Evansv'le & St. L. Con.	9,260	.....	20,886	30,146	5.79	520,701	70
71	Madison, Illinois & St. Louis	.....	.....	.....	.....	.....	216,485	71
72	Michigan Central	11,770	90	.....	11,860	1.95	607,974	72
73	Joliet & Northern Indiana	.....	.....	89,017	89,017	100.00	89,017	73
74	Mobile & Ohio (1)	.....	.....	.....	.....	.....	.....	74
75	St. Louis & Cairo	.....	.....	.....	.....	.....	840,562	75

(1) Inserted to show relation of following subsidiary lines.
(2) Estimated for Illinois.

TABLE IV.—*Earnings and Income in Illinois for year ending June 30, 1894.*—Concluded.

B.—*Income from Property Owned but not Operated.*

	Name of Company.	19	20	21	22	23	24	
		INCOME FROM PROPERTY OWNED.						
		Source of Income.						
		Stocks.	Bonds.	Miscellaneous, including rents.	Total income from property described. Cols. 19+20+21....	Proportion to total income. 100×Col. 22÷Col. 24.....	Total earnings and income. Cols. 16+22.	
76	New York, Chicago & St. Louis..	.....	.....	$202	$202	.10	$188,264	76
77	Chicago & State Line.....	.....	.....	154	154	100.00	154	77
79	Pennsylvania Co (1).....	.....	.....	.....	.....	.....	.....	79
81	Pitts., Ft. W. & Chic. (O. & F.)	.....	.....	.....	.....	.....	436,699	81
82	South Chic. & Southern (O. & F.)	.....	.....	.....	.....	.....	47,482	82
84	Peoria, Decatur & Evansville	.....	.....	2,633	2,633	.36	725,423	84
87	Pittsburg, Cincin., Chi. & St. L...	$77	$49	380	506	.13	367,238	87
88	Englewood Connect. (O. & F.)	.....	.....	.....	.....	.....	4,290	88
90	Rock Island & Peoria.....	480	.....	17,660	18,140	2.79	656,368	90
91	St. Louis, Alton & Terre Haute..	.....	277,277	144,492	421,769	23.34	1,806,815	91
92	Belleville & Carondelet.....	.....	.....	30,000	30,000	100.00	30,000	92
93	Belleville & Eldorado.....	.....	.....	17,024	17,024	100.00	17,024	93
94	Belleville & Southern Illinois.	.....	.....	218,456	218,456	100.00	218,456	94
95	Chicago, St. Louis & Paducah..	.....	.....	59,594	59,594	100.00	59,594	95
96	St. Louis Southern.....	.....	.....	82,851	82,851	100.00	82,851	96
97	Carbondale & Shawneetown..	.....	.....	10,000	10,000	100.00	10,000	97
98	St. Louis, Chicago & St. Paul ...	.....	.....	.....	.....	.....	164,740	98
101	Terminal R. R. Ass'n of St. Louis	.....	.....	94,927	94,927	11.51	834,792	101
102	St. Louis Bridge.....	.....	.....	591,900	591,900	100.00	591,900	102
103	Terre Haute & Indianapolis(1)...	.....	.....	.....	.....	.....	.....	103
104	St. L., Vandalia & T. H.(O.& F.)	.....	.....	.....	.....	.....	1,665,861	104
104	St. L., Vandalia & T. H. (F.)...	.....	.....	499,758	499,758	100.00	499,758	104
105	Terre Haute & Peoria (F.).....	.....	.....	130,892	130,892	100.00	130,892	105
105	Terre Haute & Peoria (O. & F.)	.....	.....	.....	.....	.....	387,483	105
106	E. St. L. & Carondelet (O.& F.)	.....	.....	75	75	.11	71,095	106
107	Toledo, Peoria & Western.....	.....	.....	.....	.....	100.00	914,782	107
108	Toledo, St. Louis & Kansas City.	.....	.....	.....	.....	.....	461,004	108
109	Wabash.....	78,915	1,373	5,999	86,287	2.05	4,270,103	109
110	Wabash, Chester & Western.....	.....	.....	.....	.....	.....	87,828	110
111	Wisconsin Central.....	.....	.....	32,327	32,327	3.60	897,875	111
	Total	$573,438	$854,875	$4,833,271	$6,261,584	8.08	$77,508,537	

TABLE V.—*Expend-*

A.—*Operating Expenses.*

	1	2	3	4	5	6	7	8	9
		EXPENDITURE ASSIGN-							
		MAINTENANCE OF WAY AND STRUCTURES.				MAINTENANCE OF EQUIPMENT.			
				Proportion assigned to				Proportion assigned to	
	NAME OF COMPANY.	Amount.	Proportion to total operating expenses 100 × Col. 2 ÷ Col. 18	Passenger service	Freight service	Amount.	Proportion to total operating expenses 100 × Col. 6 ÷ Col. 18	Passenger service	Freight service
1	Atchison, Topeka & Santa Fé (1)	.....	.....	.....	.....	.....	.....	.....	.....
2	Chicago, Santa Fé & California	219,438	13.91	34.44	65.56	155,964	9.29	25.29	74.71
5	Baltimore & Ohio(1)	.....	.....	.....	.....	.....	.....	.....	.....
6	Baltimore & Ohio & Chicago	22,714	14.69	55.00	45.00	19,951	12.90	55.00	45.00
8	Belt Railway of Chicago	49,785	13.54	.....	100.00	68,723	18.70	.....	100.00
10	Chicago & Alton	536,053	17.52	47.10	52.90	350,800	11.46	36.82	63.18
13	Chicago & Calumet Terminal	11,592	10.61	.....	100.00	18,469	16.91	.....	100.00
14	Chicago & Eastern Illinois	229,845	15.28	51.90	48.10	293,981	19.54	27.44	72.56
18	Chicago & Grand Trunk(3)	45,746	10.82	35.00	65.00	86,796	20.53	35.00	65.00
22	Chicago & Northwestern	498,411	20.65	37.78	62 22	317,930	13.17	24.83	75.17
23	Chicago & Northern Pacific	31,559	12.12	48.78	51.22	31,317	12.03	89.99	10.01
24	Chicago & South Side Rap. Tran.	32,273	4.41	100.00	.....	31,475	4.29	100.00	.....
25	Chicago & Texas	24,530	20.63	33.54	66.46	16,297	13.69	19.81	80.19
26	Chi., Burlington & Northern(3)	69,582	16 36	35.00	65.00	40,900	9.62	35.00	65.00
27	Chi., Burlington & Quincy(2)	970,532	23.01	.....	.....	623,805	14.79	.....	.....
34	Chicago, Milwankee & St. Paul(3)	223,492	23.39	35.00	65.00	136,112	14.25	35.00	65.00
35	Chicago, Rock Island & Pacific(3)	430,184	11.88	35.00	65.00	427,512	11.86	35.00	65.00
37	Chicago Great Western	120,712	11.42	39.67	60.33	107,526	10.17	24.46	75.54
39	Cleveland, Cincin., Chi. & St L.	457,204	18.37	44.97	55.03	367,839	14.78	31.38	68.62
40	Kankakee & Seneca	87,947	64 83	24.98	75.02	7,337	5.41	13.01	86.99
41	Peoria & Eastern	138,576	26.31	44.00	56.00	94,042	17.92	27.16	72.84
43	East St Louis Connecting	16,314	14.54	.....	100.00	11,633	10.36	.....	100.00
44	Elgin, Joliet & Eastern	91,365	15.11	1.45	98.55	99,961	16.54	1 45	98.55
45	Fulton County Narrow Gauge	20,842	48.13	33.34	66.66	4,173	9.64	33.34	66.66
46	Illinois Central	1,195,347	15.42	33.33	66.67	1.539,343	19.85	33.33	66.67
57	Indiana & Illinois Southern	14,684	33.81	33.34	66.66	4,807	11.07	28.36	71.64
58	Indianapolis, Decatur & West'n.	34,038	21.42	66.34	33.66	21,833	13.74	42.38	57.62
59	Indiana, Illinois & Iowa	56,122	18 36	3.72	96.28	34,310	11.23	4.49	95.51
60	Iowa Central	71,594	23.23	33.85	66.15	31,826	10.33	13.40	86.60
62	Jacksonville Southeastern	159,223	18 48	37.98	62.02	97,014	11.26	37.98	62.02
63	Jacksonville, Louisville & St. L.	3,494	25.54	.....	.....	575	4.23	.....	.....
64	Lake Street Elevated	2,346	1.95	100.00	.....	6,038	5.02	100.00	.....
65	Lake Erie & Western	59,111	19.63	46.76	53.24	44,184	14.68	31.18	68.82
66	Lake Shore & Michigan South'n.	42,505	14.81	39.34	60 66	72,523	25.16	33.51	66 49
67	LaSalle & Bureau County	1,284	28.51	.....	100.00	.....	.....	.....	.....
68	Louisville & Na-hville (1)	.....	.....	.....	.....	.....	.....	.....	.....
69	Southeast & St. Louis	112,003	17.64	37 07	62.93	116,205	18.31	20.11	79.89
70	Louisv., Evansv. & St L. Con	58,203	18.52	51.18	48.82	39,813	12.66	37.21	62.79
71	Madison, Illinois & St. Louis (3)	15,504	11.54	10.00	90.00	13,191	9.82	10.00	90.00
72	Michigan Central	61,303	16.11	45.51	54.49	60,586	15.89	45.51	54.49
74	Mobile & Ohio(1)	.....	.....	.....	.....	.....	.....	.....	.....
75	St. Louis & Cairo	105,611	19 18	32 56	67.44	55,185	10.02	20.89	79.11
76	New York, Chicago & St. Louis.	20,436	15.12	68.09	31.91	19,324	14.29	59.41	40.59
79	Pennsylvania Company(1)	.....	.....	.....	.....	.....	.....	.....	.....
81	Pittsb., Ft. W. & Chi. (O.&F.).	69,236	6.98	44.23	55.77	205,187	20.71	28.27	71.73
82	South Chi. & South'n (O &F.).	13,508	34.28	73.27	26.73	2,275	5.77	56.06	43.94
84	Peoria, Decatur & Evansville	109,528	23.63	47.35	52.65	61,791	13 33	21.73	78.27
87	Pittsburgh, Cincin., Chi. & St. L.	54,796	8.34	38.07	61.93	57,090	8.69	25.77	74.23
88	Englewood Connect'g (O.& F.)	1,840	63.10	.....	100.00	.....	.....	.....	.....
90	Rock Island & Peoria	87,434	22.32	37 30	62.70	59,618	15.22	14.96	85.04
91	St. Louis, Alton & Terre Haute	159,546	19.73	30.00	70.00	143,128	17.77	18.53	81.47
98	St. Louis, Chicago & St. Paul	44,345	29.77	25.00	75.00	16,595	11.14	25.00	75.00
101	Terminal R. R. Ass'n of St. L.	44,164	18.06	26.32	73.68	25,197	10.31	16.70	83.30

(1) Inserted to show relation of following subsidiary lines.
(2) Estimated for Illinois.
(3) Division of passenger and freight estimated.

A.—*Operating Expenses.*

10	11	12	13	14	15	16	17	18	19	20	21	
ABLE TO OPERATION.								SUMMARY OF OPERATING EXPENSES.				
CONDUCTING TRANSPORTATION.				GENERAL EXPENSES.								
Amount.	Proportion to total operating expenses. 100 × Col. 10 ÷ Col. 18	Proportion assigned to: Passenger service	Proportion assigned to: Freight service	Amount.	Proportion to total operating expenses. 100 × Col. 14 ÷ Col. 18	Proportion assigned to: Passenger service	Proportion assigned to: Freight service	Total operating expenses. Cols. 2+6+10+14.	Proportion assigned to: Passenger service	Proportion assigned to: Freight service	Proportion of operating expenses to operating income	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
$1,144,604	72.26	33.84	66.16	$50,168	4.54	34.45	65.55	$1,570,174	33.09	66.91	107.49	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
104,405	67.54	55.00	45.00	7,492	4.87	55.00	45.00	154,562	55.00	45.00	71.99	6
209,700	57.01	.....	100.00	39,271	10.75	.....	100.00	367,479	.....	100.00	70.33	8
1,709,304	55.87	42.62	57.38	463,341	15.15	47.07	52.93	3,059,498	43.41	56.59	52.50	10
68,665	62.85	.....	100.00	10,522	9.63	.....	100.00	109,248	.....	100.00	75.78	13
906,501	60.25	44.67	55.33	74,011	4.93	51.09	48.91	1,504,338	42.56	57.44	59.30	14
232,792	55.05	35.00	65.00	57,503	13.60	35.00	65.00	422,837	35.00	65 00	65.00	18
1,488,071	61.66	34.62	65.38	108,903	4.53	37.78	62.22	2,413,315	30.77	69.23	62.90	22
175,099	67.26	63.04	36.96	22,354	8.59	67.05	32.95	260,329	64.93	35.07	29.83	23
578,270	78.94	100.00	.....	90,525	12.36	100.00	.....	732,543	100.00	.....	58.80	24
55,435	46.56	19.92	80.08	22,795	19.12	11.24	88.76	119,057	19.81	80.19	79.82	25
228,823	54.04	35.00	65.00	84,964	19.98	35.00	65.00	425,269	35.00	65.00	77.76	26
2,216,535	52.32	.....	.....	406,137	9.88	.....	.....	4,217,009	.....	.....	61.39	27
530,051	54 45	35.00	65.00	65,491	7.91	35.00	65.00	955,146	35.00	65.00	60.61	34
2,358,974	65.14	35.00	65.00	404,459	11.12	35.00	65.00	3,621,129	35.00	65.00	58.27	35
503,531	47.63	26.12	73.88	325,250	30.78	36.07	63.93	1,057,019	30.56	69.44	77.78	37
1,519,596	61.46	41.38	58.62	144,027	5.39	37.62	62.38	2,488,666	40.34	59.66	73.26	39
36,300	27.07	29.48	70.52	2,533	2.63	24.99	75.01	134,117	25.56	74.44	168.25	40
277,217	52.81	40.07	59.93	15,365	2.96	46.06	53.94	524,700	38.89	61.11	86.62	41
67,410	60.06	.....	100.00	16,874	15.04	.....	100.00	112,231	.....	100.00	83.34	43
349,391	57.80	1.45	98.55	63,783	10.55	1.45	98.55	604,500	1.45	98.55	61.79	44
14,071	32.49	33.34	66 64	42,176	9.74	33.34	66.64	81,262	33.34	66.66	97.77	45
4,317,613	55.68	33.33	66.67	701,536	9.05	33.33	66.67	7,753,839	33.33	66 67	62.86	46
19,049	43.85	31.42	68.58	4,894	11.27	31.26	68.74	43,434	28.41	71.59	97.41	57
76,803	48.34	42.38	57.62	26,199	16.50	65.31	34.69	158,873	52.16	47.84	81.99	58
163,031	53.35	2.71	97.29	52,151	17.06	2.75	97.25	305,614	3.96	96.04	71.74	59
175,346	56.94	21.49	78.51	29,325	9.50	26 28	73.72	308,091	23.98	76.02	72.76	60
440,836	51.17	37.98	62.02	164,432	19.09	37.98	62.02	861,505	37.98	62.02	88 90	62
7,288	53.59	.....	.....	2,243	16.64	.....	.....	13,600	.....	.....	79.00	63
95,219	79.05	100.00	.....	16,850	13.98	100.00	.....	120,453	100.00	.....	66.73	64
163,748	54.41	45.71	54.29	33,943	11.28	44.99	55.01	300,986	43.66	56.34	58.01	65
158,367	54.99	36.29	63.71	14,898	5.04	38.81	61.19	288,293	36.17	63.83	48.76	66
3,220	71.49	.....	100.00	.....	.....	.....	.....	4,504	.....	100.00	72.60	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
380,563	59.95	27.63	72.37	26,014	4.10	35.95	64.05	634,785	20.43	79.57	64.69	69
173,464	55.19	34.46	65 54	42,806	13.60	48.32	51.68	314,286	35.80	64.20	64.06	70
90,007	67.01	10.00	90.00	15,612	11.63	10.00	90.00	134,314	10.00	90.00	62.04	71
244,270	64.19	45.51	54.49	14,360	3.81	45.51	54.49	380,519	45.51	54.49	63.83	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
338,414	61.47	28.56	71.44	51,330	9 33	32.50	67.50	550,540	28.39	71.61	65.50	75
84,210	62.31	52.18	47.82	11,179	8.28	78.64	21.36	135,149	57.84	42.16	70.00	76
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
702,045	70.84	28.49	71.51	14,521	1.47	44.94	55.06	990,989	29.89	70.11	227.13	81
23,316	59.16	52.97	47.03	312	.79	73.39	26.61	39,411	60.23	39.77	83.00	81
239,087	51.59	24.11	75.89	53,019	11.45	44.77	55.23	463,425	31.22	68.78	64.34	84
522,515	79.59	26.99	73.01	22,070	3.38	39.40	60.60	656,475	28.38	71.62	179.01	87
1,069	36.66	.....	100.00	7	.24	.....	100.00	2,916	.....	100.00	67.83	88
192,336	49.12	20.35	79.65	52,213	13.34	30.92	69.08	391,601	24.70	75.30	61.36	90
414,521	51.28	27.57	72.43	91,083	11.22	30.00	70.00	808,278	26.72	73.28	58.35	91
62,480	41.95	25.00	75.00	25,525	17.14	25.00	75.00	148,945	25.00	75.00	90.41	98
148,236	60.63	25·18	74.82	26,882	11.00	25.18	74.82	244,479	27.61	72.39	33.49	101

Table V.—Expenditures in—

A.—*Operating Expenses.*

	1	2	3	4	5	6	7	8	9
	Name of Company.	EXPENDITURE ASSIGN-							
		Maintenance of Way and Structures.				Maintenance of Equipment.			
		Amount.	Proportion to total operating expenses. 100×Col. 2÷Col. 18	Proportion assigned to Passenger service	Proportion assigned to Freight service	Amount.	Proportion to total operating expenses. 100×Col. 6÷Col. 18	Proportion assigned to Passenger service	Proportion assigned to Freight service
103	Terre Haute & Indianapolis (1)	.....	.....	.....	.....	.....	.....	.....	.....
104	St. L., Van. & Terre H. (O. & F.)	225,919	17.72	52.40	47.60	229,607	18.09	29.24	70.76
105	Terre Haute & Peoria (O. & F.)	109,114	27.23	46.38	53.62	60,187	15.02	34.32	75.68
106	E. St. L. & Carondelet (O. & F.)	13,732	26.26	.....	100.00	17,797	34.03	.....	100.00
107	Toledo, Peoria & Western	179,425	24.55	43.47	56.53	77,415	10.59	29.88	70.12
108	Toledo, St. Louis & Kansas City	73,651	19.28	25.05	74.95	51,547	13.46	28.73	71.27
109	Wabash	685,443	20.02	34.29	65.71	621,383	18.14	35.38	64.62
110	Wabash, Chester & Western	24,960	37.44	51.07	48.93	8,118	12.17	38.17	61.83
111	Wisconsin Central	63,152	11.35	36.63	63.37	47,770	8.58	36.63	63.37
	Totals	$8,300,797	17.13	36.79	63.21	$7,154,065	14.95	30.72	69.28

(1) Inserted to show relation of following subsidiary lines.

Illinois—Concluded.

A.—Operating Expenses.

10	11	12	13	14	15	16	17	18	19	20	21	
ABLE TO OPERATION.								SUMMARY OF OPERATING EXPENSES.				
CONDUCTING TRANSPORTATION.				GENERAL EXPENSES.								
Amount.	Proportion to total operating expenses 100 × Col. 10 ÷ Col. 18	Proportion assigned to: Passenger service	Proportion assigned to: Freight service	Amount	Proportion to total operating expenses 100 × Col. 14 ÷ Col. 18	Proportion assigned to: Passenger service	Proportion assigned to: Freight service	Total operating expenses. Cols. 2+6+10+14.	Proportion assigned to: Passenger service	Proportion assigned to: Freight service	Proportion of operating expenses to operating income	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
$747,132	58.88	35.31	64.69	$66,178	5.31	51.17	48.83	$1,268,836	38.08	61.92	76.17	104
210,523	52.54	24.36	75.64	20,832	5.21	46.38	53.32	400,646	30.90	69.10	103.40	105
14,206	27.16	.....	100.00	6,558	12.55	.....	100.00	52,293	.....	100.00	73.63	106
442,718	60.58	32.14	67.86	31,293	4.28	41.74	59.26	730,821	35.08	64.92	79.89	107
210,582	55.11	19.14	80.86	46,352	12.15	25.40	74.60	382,132	22.33	77.67	82.89	108
2,045,894	59.74	30.67	69.33	71,448	2.10	33.53	66.47	3,424,168	32.31	67.69	80.68	109
26,411	39.61	44.26	55.74	7,184	10.78	51.06	48.94	66,673	46.82	53.08	75.91	110
369,810	66.43	36.63	63.37	75,948	13.64	36.63	63.37	556,680	36.63	63.37	81.13	111
$28,080,078	58.66	31.64	68.36	$4,337,101	9.26	38.75	61.25	$47,871,981	34.13	65.87	78.04	

TABLE V.—*General Expenditures in Illinois*—Continued.

B.—*Fixed Charges.*

	Name of Company.	22	23	24	25	26	
		Expenditures Assignable to Fixed Charges.					
		Amount Cols. 23 + 24 + 25 + 26.	Designation.				
			Interest.	Rents.	Taxes.	Miscellaneous.	
1	Atchison, Topeka & Santa Fé (*)	.....	.....	.....	.....	.....	1
2	Chicago, Santa Fé & California	$925,782	$528,480	.....	$92,273	$305,029	2
5	Baltimore & Ohio (*)	.....	.....	.....	.....	.....	5
6	Baltimore & Ohio & Chicago	53,887	15,486	.....	24,305	14,096	5
8	Belt Railway of Chicago	196,141	.....	$142,141	54,000	.....	8
10	Chicago & Alton	905,880	466,962	176,750	214,535	47,633	10
11	Joliet & Chicago	750	.....	.....	.....	750	11
12	Mississippi River Bridge	16,744	.....	.....	.....	16,744	12
13	Chicago & Calumet Terminal	194,806	187,667	.....	7,139	.....	13
14	Chicago & Eastern Illinois	963,165	709,598	157,216	96,351	.....	14
15	Chicago & Western Indiana	809,319	664,130	.....	.....	145,189	15
18	Grand Trunk Junction	356,490	75,439	193,600	80,698	6,753	18
19	Chicago & Grand Trunk	193,600	193,600	.....	.....	.....	19
21	Chicago & Indiana State Line	26,670	16,067	.....	2,898	7,705	21
22	Chicago & Northwestern	989,811	821,273	1,258	123,646	43,654	22
23	Chicago & Northern Pacific (O.& F.)	557,732	.....	326,024	90,280	141,428	23
23	Chicago & Northern Pacific (F.)	155,504	56,533	.....	21,219	77,752	23
24	Chicago & South Side Rapid Transit	529,701	525,000	.....	4,701	.....	24
25	Chicago & Texas	52,966	47,625	.....	5,320	21	25
26	Chicago, Burlington & Northern	245,876	214,200	.....	24,084	7,592	26
27	Chicago, Burlington & Quincy	2,553,118	1,636,658	67,019	336,625	513,716	27
28	Chicago & Iowa	182,533	160,000	.....	22,533	.....	28
29	Galesburg & Rio	16,794	14,628	.....	2,166	.....	29
30	Illinois Valley & Northern	79,450	69,792	.....	9,658	.....	30
32	Quincy, Alton & St. Louis	42,000	42,000	.....	.....	.....	32
33	St. Louis, Rock Island & Chicago	226,236	175,000	.....	51,236	.....	33
34	Chicago, Milwaukee & St. Paul	439,932	379,978	.....	59,954	.....	34
35	Chicago, Rock Island & Pacific	294,499	.....	125,000	169,499	.....	35
36	Peoria & Bureau Valley	1,301	.....	.....	.....	1,301	36
37	Chicago Great Western	86,448	49,397	.....	37,051	.....	37
39	Cleveland, Cincinnati, Chi. & St. L.	836,184	699,452	.....	130,026	6,706	39
40	Kankakee & Seneca	51,109	39,000	.....	12,109	.....	49
41	Peoria & Eastern	345,648	150,808	.....	32,508	162,332	41
43	East St. Louis Connecting	43,829	25,208	12,050	6,571	.....	43
44	Elgin, Joliet & Eastern	313,321	276,273	.....	37,048	.....	44
45	Fulton County Narrow Gauge	36,146	33,880	.....	2,266	.....	45
46	Illinois Central	2,519,416	1,646,630	.....	783,556	89,230	46
47	Blue Island	5,000	5,000	.....	.....	.....	47
48	Chicago, Havana & Western	128,961	128,961	.....	.....	.....	48
49	Chicago, Madison & Northern	343,500	343,500	.....	.....	.....	49
54	Rantoul	50,000	50,000	.....	.....	.....	54
55	South Chicago	10,000	10,000	.....	.....	.....	55
57	Indiana & Illinois Southern	1,169	412	.....	757	.....	57
58	Indianapolis, Decatur & Western	82,387	66,440	.....	15,947	.....	58
59	Indiana, Illinois & Iowa	43,489	25,774	6,084	11,631	.....	50
60	Iowa Central	100,250	59,105	15,177	15,069	10,899	60
62	Jacksonville Southeastern	65,085	257	4,333	51,299	9,196	62
64	Lake Street Elevated	103,372	103,191	.....	181	.....	64
65	Lake Erie & Western	136,630	75,334	.....	26,745	34,551	65
66	Lake Shore & Michigan Southern	110,914	33,205	5,870	70,884	955	66
67	LaSalle & Bureau County	514	.....	.....	22	492	67
68	Louisville & Nashville (*)	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis	296,852	260,190	.....	36,662	.....	69
70	Louisville, Evansville & St. L. Con.	207,179	167,828	9,056	30,205	.....	70
71	Madison, Illinois & St. Louis	160,445	87,562	57,835	14,675	373	71
72	Michigan Central	97,473	14,834	57,356	25,283	.....	72
73	Joliet & Northern Indiana	62,370	56,000	.....	.....	6,370	73
74	Mobile & Ohio (*)	.....	.....	.....	.....	.....	74
75	St. Louis & Cairo	278,858	160,000	.....	30,305	88,553	75
76	New York, Chicago & St. Louis	55,000	28,008	184	23,658	3,150	76
79	Pennsylvania Co. (*)	.....	.....	.....	.....	.....	79
80	Calumet River	3,300	3,300	.....	.....	.....	80
81	Pittsburgh, Ft. Wayne & Chi. (O.& F.)	205,837	.....	120,849	84,988	.....	81
82	South Chicago & Southern (O. & F.)	86,349	.....	.....	2,952	83,397	82
84	Peoria, Decatur & Evansville	692,835	260,001	30,003	36,660	366,171	84

TABLE V.—*General Expenditures in Illinois*—Continued.

B.—*Fixed Charges.*

	Name of Company.	22	23	24	25	26	
		Expenditures Assignable to Fixed Charges.					
		Amount Cols. 23+24+25+26.	Designation.				
			Interest.	Rents.	Taxes.	Miscellaneous.	
87	Pittsburgh, Cincinnati, Chi. & St. L..	$204,811	$61,469	.....	$68,992	$74,350	87
88	Englewood Connecting (O & F.)...	2,520	.....	.....	2,520	.....	88
90	Rock Island & Peoria.....	78,467	42,000	.....	36,467	.....	90
91	St. Louis, Alton & Terre Haute.....	923,821	469,000	$384,281	48,452	22,088	91
92	Belleville & Carondelet.....	29,100	29,100	.....	.....	.....	92
93	Belleville & Eldorado.....	35,219	35,200	.....	.....	19	93
94	Belleville & Southern Illinois.....	91,737	80,560	.....	.....	11,177	94
95	Chicago, St. Louis & Paducah.....	68,012	67,500	.....	.....	512	95
96	St. Louis Southern.....	58,171	47,300	10,000	.....	871	96
97	Carbondale & Shawneetown.....	10,000	10,000	.....	.....	.....	97
98	St. Louis, Chicago & St. Paul.....	79,595	62,500	.....	17,095	.....	98
101	Terminal Railroad Ass'n of St. Louis.	468,872	18,675	412,389	37,808	.....	101
102	St. Louis Bridge.....	352,500	350,000	.....	.....	2,500	102
103	Terre Haute & Indianapolis (*).....	.....	.....	.....	.....	.....	103
104	St. L., Vandalia & Terre Haute (F).	400,358	314,930	.....	62,455	22,973	104
105	Terre Haute & Peoria (F.).....	146,352	103,892	20,340	18,021	4,099	105
106	East St. Louis & Carondelet (O. & F.)	4,375	.....	.....	4,375	.....	106
107	Toledo, Peoria & Western.....	250,853	197,552	.....	36,848	16,453	107
108	Toledo, St. Louis & Kansas City.....	194,890	162,000	.....	32,890	.....	108
109	Wabash (†).....	1,130,056	927,710	25,433	165,699	11,214	109
110	Wabash, Chester & Western.....	39,067	34,500	.....	4,498	69	110
111	Wisconsin Central.....	451,753	.....	417,370	12,134	22,249	111
	Totals.....	$23,591,386	$14,873,554	$2,777,598	$3,559,922	$2,380,312	

(*) Inserted to show relation of following subsidiary lines.

(†) Estimated for Illinois.

TABLE V.—*General Expenditures in Illinois*—Continued.

C—*Summary of Operatiug Expenses and Fixed Charges.*

	Name of Company.	27	28	29	30	31	32	33	34	
		Summary and Deductions.								
		Total of operating expenses and fixed charges. Col. 18+22.	Proportion assignable to operation. 100×Col. 18÷Col. 27	Proportion assignable to fixed charges. 100×Col. 22÷Col. 27	Cost of carrying one passenger one mile. *Cents*	Cost of running passenger train one mile. *Dollars and cents*	Cost of carrying one ton of freight one mile. *Cents*	Cost of running freight train one mile. *Dollars and cents*	Av. cost per train mile of all trains earning revenue. *Dollars and cents*	
1	*Atchison, Topeka & Santa Fé	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Chicago, Santa Fé & California.	$2,495,957	62.91	37.09	1.344	.569	.422	.719	.657	2
5	*Baltimore & Ohio	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Baltimore & Ohio & Chicago	208,449	74.15	25.85	.820	.791	.322	.933	.851	6
8	Belt Railway of Chicago	563,620	65.31	34 69	.....	.....	.....	.....	.745	8
10	Chicago & Alton	3,965,378	77.15	22.85	1.044	.789	.521	.919	.859	10
11	Joliet & Chicago	750	100.00	.....	.....	.....	.....	.....	.....	11
12	Mississippi River Bridge	16,741	100.00	.....	.....	.....	.....	.....	.....	12
13	Chicago & Calumet Terminal	304,054	35.92	64.07	.....	.....	.....	.....	.....	13
14	Chicago & Eastern Illinois	2,467,503	60.90	39.06	1.156	.819	.344	1.175	.992	14
15	Chicago & Western Indiana	809,319	.....	100.00	.....	.....	.....	.....	.....	15
18	Chicago & Grand Trunk	779,327	53.84	46.16	.....	.....	.....	.....	.931	18
19	Grand Trunk Junction	193,600	.....	100 00	.....	.....	.....	.....	.....	19
21	Chicago & Indiana State Line	26,670	.....	100.00	.....	.....	.....	.....	.....	21
22	Chicago & Northwestern	3,403,126	70.89	29.11	1.509	.732	.661	.838	.775	22
23	Chic. & Northern Pacific (O. & F.)	818,061	31.83	68.17	.....	.....	.....	.....	.....	23
23	Chicago & Northern Pacific (F.)	155,504	.....	100.00	.....	.....	.....	.....	.....	23
24	Chic. & South Side Rapid Transit	1,262,244	58 03	41.97	3.655	.423	.....	.....	.423	24
25	Chicago & Texas	172,023	69.21	30.79	4.078	.653	.998	1.732	.931	25
26	Chicago, Burlington & Northern	671,145	63.36	36.64	.....	.....	.....	.....	.....	26
27	Chicago, Burlington & Quincy	6,770,427	62.14	37.86	.....	.....	.....	.....	.....	27
28	Chicago & Iowa	182,533	.....	100 00	.....	.....	.....	.....	.....	28
29	Galesburg & Rio	16,794	.....	100.00	.....	.....	.....	.....	.....	29
30	Illinois Valley & Northern	79,450	.....	100.00	.....	.....	.....	.....	.....	30
32	Quincy, Alton & St. Louis	42,000	.....	100.00	.....	.....	.....	.....	.....	32
33	St. Louis, Rock Island & Chic.	226,236	.....	100.00	.....	.....	.....	.....	.....	33
34	Chicago, Milwaukee & St. Paul	1,395,078	68.46	31.54	.....	.....	.....	.....	.881	34
35	Chicago, Rock Island & Pacific	3,915,628	92.50	7.50	.....	1.014	.....	1.022	1.016	35
36	Peoria & Bureau Valley	1,301	100 00	.....	.....	.....	.....	.....	.....	36
37	Chicago Great Western	1,143,467	92 44	7.56	2.384	.936	.652	1.321	1.159	37
39	Cleveland, Cincinnati, Chi. & St. L.	3,324,850	74.85	24.15	1 766	.818	.470	.987	.911	39
40	Kankakee & Seneca	185,226	72.41	27.59	10.098	.....	1.068	.....	1,028	40
41	Peoria & Eastern	870,348	60.28	39.72	2.549	.781	.462	.955	.878	41
43	East St. Louis Connecting	156,060	71.91	28.09	.....	.....	.....	.....	.....	43
44	Elgin, Joliet & Eastern	917,821	65.86	34.14	1.660	.....	.450	1.149	1.093	44
45	Fulton County Narrow Gauge	117,408	54.50	45.50	1.421	.....	1.424	.....	.554	45
46	Illinois Central	10,273,255	75.49	24.51	.....	.547	.....	1.015	.788	46
47	Blue Island	5,000	.....	100.00	.....	.....	.....	.....	.....	47
48	Chicago, Havana & Western	128,961	.....	100 00	.....	.....	.....	.....	.....	48
49	Chicago, Madison & Northern	343,500	.....	100.00	.....	.....	.....	.....	.....	49
54	Rantoul	50,000	.....	100.00	.....	.....	.....	.....	.....	54
55	South Chicago	10,000	.....	100.00	.....	.....	.....	.....	.....	55
57	Indiana & Illinois Southern	44,603	97.38	2.62	3.546	.379	3.023	.979	.679	57
58	Indianapolis, Decatur & Western	241,260	65.85	34.15	3 222	.575	.789	1.034	.804	58
59	Indiana, Illinois & Iowa	349.103	88.12	11.88	3 758	.....	.709	1,381	1.173	59
60	Iowa Central	408,340	75.49	24 51	4.228	.639	.643	1.037	.838	60
62	Jacksonville Southeastern	926,590	100.00	.....	3,310	.668	.665	.729	.705	62
63	Jacksonville, Louisville & St. L.	13,600	100.00	.....	.....	.....	.....	.....	.....	63
64	Lake Street Elevated	223,825	53.81	46.19	3.446	.401	.....	.....	.401	64
65	Lake Erie & Western	437,216	68.84	31.16	2.155	.687	.328	.797	.725	65
66	Lake Shore & Michigan Southern	390,207	72.22	27.78	1 252	.511	.817	2.874	1.076	66
67	LaSalle & Bureau County	5,018	89.75	10.25	.....	.....	.....	.....	.....	67
68	Louisville & Nashville (*)	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis	931,637	68.13	31.87	1.712	.691	.589	1.024	.863	69
70	Louisville, Evansville & St. L. Con	521,465	60.27	39.73	1.971	.408	.550	.853	.629	70
71	Madison, Illinois & St. Louis	294,759	45.56	54.44	.....	.....	.....	.....	.....	71

(*) Inserted to show relation of following subsidiary lines.

Table V.—*General Expenditures Illinois*—Concluded.

C—*Summary of Operating Expenses and Fixed Charges.*

	Name of Company.	27	28	29	30	31	32	33	34	
		Summary and Deductions.								
		Total of operating expenses and fixed charges. Col. 18+22.	Proportion assignable to operation. 100×Col. 18÷Col. 27	Proportion assignable to fixed charges. 100×Col. 22÷Col. 27	Cost of carrying one passenger one mile. *Cents*	Cost of running passenger train one mile. *Dollars and cents*	Cost of carrying one ton of freight one mile. *Cents*	Cost of running freight train one mile. *Dollars and cents*	Av. cost per train mile of all trains earning revenue. *Dollars and cents*	
72	Michigan Central	477,992	79.61	20.39	1.327	.993	.598	.993	.967	72
73	Joliet & Northern Indiana	62,370	.....	100.00	.....	.....	.....	.....	.....	73
74	*Mobile & Ohio	.....	.....	.....	.....	.....	.....	.....	.....	74
75	St. Louis & Cairo	829,398	66.40	33.60	2.469	.551	.473	.670	.610	75
76	New York, Chicago & St. Louis	190,149	71.07	28.93	1.821	.789	.584	1.107	.948	76
79	*Pennsylvania Co	.....	.....	.....	.....	.....	.....	.....	.....	77
80	Calumet River	3,300	.....	100.00	.....	.....	.....	.....	.....	79
81	Pitts., Ft. W. & Chi. (O. & F.)	1,196,826	82.07	17.93	4.535	2.722	2.213	5.043	4.015	81
82	South Chi. & Southern (O. & F.)	125,760	31.34	68.66	2.216	.842	1.077	1.555	1.031	82
84	Peoria, Decatur & Evansville	1,156,260	40.08	59.92	2.533	.499	.685	1.064	.705	84
87	Pitts., Cin., Chicago & St. Louis	861,286	76.22	23.78	3.709	1.660	1.337	2.719	2.302	87
88	Englewood Connect'g (O. & F.)	5,436	53.64	46.36	.....	.....	.....	.....	.....	88
90	Rock Island & Peoria	470,068	83.31	16.69	2.453	.839	.762	1.239	.971	90
91	St. Louis, Alton & Terre Haute	1,732,099	46.09	53.91	2.077	.774	.577	1.514	1.141	91
92	Belleville & Carondelet	29,100	.....	100.00	.....	.....	.....	.....	.....	92
93	Belleville & Eldorado	35,219	.....	100.00	.....	.....	.....	.....	.....	93
94	Belleville & Southern Illinois	91,737	.....	100.00	.....	.....	.....	.....	.....	94
95	Chicago, St. Louis & Paducah	68,012	.....	100.00	.....	.....	.....	.....	.....	95
96	St Louis Southern	58,171	.....	100.00	.....	.....	.....	.....	.....	96
97	Carbondale & Shawneetown	10,000	.....	100.00	.....	.....	.....	.....	.....	97
98	St. Louis, Chicago & St. Paul	228,540	65.17	34.83	.....	.....	.....	.....	.....	98
101	Terminal R. R. Assoc. of St. Louis	713,351	34.27	65.73	2.844	.....	4.441	.....	.....	101
102	St. Louis Bridge	352,500	.....	100.00	.....	.....	.....	.....	.....	102
103	*Terre Haute & Indianapolis	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. L., Vandalia & T. H. (O. & F.)	1,268,836	100.00	.....	2.368	.647	.687	1.055	.851	104
104	St. L., Vandalia & T. H. (F.)	400,353	.....	100.00	.....	.....	.....	.....	.....	104
105	Terre Haute & Peoria (O. & F.)	400,645	.....	100.00	3.749	.545	.761	1.005	.796	105
105	Terre Haute & Peoria (F.)	146,352	100.00	.....	.....	.....	.....	.....	.....	106
106	E. St. L. & Carondelet (O. & F.)	56,668	92.28	7.72	.....	.....	.....	.....	.....	105
107	Toledo, Peoria & Western	981,674	74.44	25.56	2.350	.755	1.140	1.153	.887	107
108	Toledo, St. Louis & Kansas City	577,022	66.22	33.78	2.016	.418	.411	1.059	.789	108
109	Wabash	4,554,224	70.52	29.48	1.508	.646	.607	1.111	.878	109
110	Wabash, Chester & Western	105,740	63.05	36.95	3.242	.704	1.504	1.773	.611	110
111	Wisconsin Central	1,008,433	55.20	44.80	1.120	.....	1.070	.....	1,324	111
	Total	71,463,367	48.82	51.18	2.619	.75605	.91668	1.29258	.82248	

(*) Inserted to show relation of following subsidiary lines.

TABLE VI.—*Passenger and Freight Traffic in Illinois, for year ending June 30, 1894.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
	Passenger Traffic.					Freight Traffic.									
Name of Company.	Number of passengers carried earning revenue.....	Number of passengers carried one mile.....	Average distance carried, in miles..	Average amount received from each passenger. *Dollars and cents.*	Passenger earnings per mile of road...	Number of tons of freight carried earning revenue...	Number of tons carried one mile.....	Average distance haul of one ton, in miles.....	Average amount received for each ton of freight. *Dollars and cents.*	Freight earnings per mile of road...	Gross earnings from operation per mile of road.	Expenses per mile of road.....	Net earnings per mile of road. Cols. 12-13.....	Net loss per mile of road.	
1 Atchison, Top. & Santa Fé (1)..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2 Chi., Santa Fé & California....	685,037	38,658,919	56.43	.49181	$1,487	1,637,201	249,018,272	152.10	.61574	$3,436	$4,955	$5,326	.....	$371	2
5 Baltimore & Ohio (1).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6 Baltimore & Ohio & Chicago...	555,542	11,110,840	20.00	.18308	13,375	995,358	19,708,145	19.80	.96580	10,885	24,260	17,465	$6,795	.....	6
8 Belt Railway of Chicago	.....	.....	.....	.....	.....	.....	.....	.....	.....	24,458	24,458	17,244	7,214	.....	8
10 Chicago & Alton	1,993,410	127,244,640	63.83	1.14742	4,443	2,502,289	332,109,082	132.72	1.28576	5,540	10,034	5,268	4,766	.....	10
13 Chicago & Calumet Terminal....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,950	2,994	956	.....	13
14 Chicago & Eastern Illinois.....	3,392,334	55,389,429	16.33	.24676	3,510	1,927,699	251,449,575	130.40	.32633	6,211	9,880	5,764	4,116	.....	14
18 Chicago & Grand Trunk	1,013,891	21,768,772	21.48	.30123	10,796	973,834	29,809,058	30.61	.30259	6,437	17,341	13,795	3,546	.....	18
22 Chicago & Northwestern	2,022,943	55,831,845	27.59	.53924	2,108	1,557,298	237,607,302	153.00	1.64746	4,327	6,460	4,063	2,397	.....	22
23 Chi. & Northern Pac.....	.....	.....	.....	.86600	3,129	.....	.....	.....	.....	.....	18,402	5,806	12,596	.....	23
24 Chi. & S. Side Rapid Transit....	25,122,087	215,045,064	2.35	.05000	146,741	.....	.....	.....	.....	.....	146,741	85,577	61,164	.....	24
25 Chicago & Texas.....	41,085	629,228	15.31	.43679	398	342,498	9,356,960	27.32	.36700	2,037	3,024	2,065	959	.....	25
26 Chi., Burlington & Northern.....	165,442	6,611,755	40.00	.74008	1,312	709,307	57,426,074	81.00	.56126	3,648	5,011	3,897	1,114	.....	26
27 Chi., Burlington & Quincy (2)...	8,273,959	365,838,992	32.54	.61110	1,705	7,575,443	1,401,209,584	184.97	1.44746	3,074	4,911	3,015	1,896	.....	27
31 Chicago, Milwaukee & St. Paul..	396,094	16,856,666	42 56	.93228	1,551	539,703	103,893,474	192.50	1.99653	3,503	5,095	3,088	2,007	.....	34
35 Chicago, Rock Island & Pacific..	3,386,625	112,491,105	33.21	.57868	9,474	3,536,654	396,530,302	112.12	1.04412	15,635	25,795	15,332	10,463	.....	35
37 Chicago Great Western.....	197,199	13,545,175	68.69	1.21257	2,102	751,246	112,581,934	149.86	1.32033	5,761	7,894	6,140	1,754	.....	37
39 Clev., Cin., Chicago & St. L....	1,395,651	56,849,389	40.70	.76645	2,652	2,033,540	315,680,356	155.20	1.00816	4,252	7,044	5,161	1,883	.....	39
40 Kankakee & Seneca	20,161	339,438	16.80	.46796	325	325,517	9,348,491	28.70	.16445	1,273	1,894	3,187	.....	1,293	40
41 Peoria & Eastern	220,632	8,023,639	36.40	.83012	1,709	424,389	69,223,445	163.10	.89270	2,876	4,594	3,979	615	.....	41
44 Elgin, Joliet & Eastern	29,906	525,607	17.57	.40080	132	2,234,501	133,200,553	59.61	.42420	5,955	6,145	3,797	2,348	.....	44
45 Fulton County Narrow Gauge...	34,543	714,017	21.27	.41166	333	33,456	2,040,816	34.14	.71658	393	726	709	17	.....	45
46 Illinois Central	21,020,625	238,283,312	11 34	.26054	3,940	6,075,596	857,038,398	146.00	1.07777	5,065	9,527	5,989	3,538	.....	46
57 Indiana & Illinois Southern	23,548	353,228	15.00	.41239	245	46,473	1,022,406	22.00	.67500	381	826	804	22	.....	57
58 Indianapolis, Decat'r & West'n...	86,980	2,571,650	29.57	.69838	1,051	99,642	9,627,974	96.63	1.13818	1,490	2,541	2,083	458	.....	58
59 Indiana, Illinois & Iowa	15,409	251,849	16.34	.47773	110	1,150,217	41,792,457	36.33	.35879	3,802	3,925	2,816	1,109	.....	59
60 Iowa Central.	82,609	1,743,682	21.10	.54944	607	515,206	36,425,264	71.00	.70700	3,932	4,540	3,304	1,236	.....	60
62 Jacksonville Southeastern.....	379,077	9,889,853	26.10	.57100	837	871,787	80,158,770	45.90	.79600	2,240	3,075	2,736	339	.....	62

63	Jack'nv'le, Louisville & St. L..	9,435	181,605	19.25	.52900	52	10,648	540,400	50.75	.91600	87	139	103	36	.....	63
64	Lake Street Elevated.....	3,494,951	.....	.....	.05000	28,323	.....	.....	.....	.....	.....	28,323	18,880	9,443	.....	64
65	Lake Erie & Western.....	214,045	6,109,535	28.54	.65537	1,345	311,808	51,595,469	165.44	1.04760	2,699	4,288	2,487	1,801	.....	65
66	Lake Shore & Mich. Southern....	1,686,305	12,628,754	7.50	.15150	23,657	2,262,294	24,602,364	10.90	.09200	17,848	42,169	20,563	21,606	.....	66
68	Louisville & Nashville (1).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis.....	268,815	10,494,669	39.00	.95200	1,812	947,515	77,291,185	81.60	.68300	3,575	5,421	3,506	1,915	.....	69
70	Louis., Evansville & St. L. Con..	205,787	6,219,327	30.20	.64700	1,098	331,038	34,808,709	105.15	.98641	2,232	3,430	2,193	1,237	.....	70
71	Madison, Illinois & St. Louis....	303,969	1,307,067	4.30	.01279	3,914	1,154,026	4,962,312	4.30	.03254	17,551	50,345	31,236	19,109	.....	71
72	Michigan Central	665,662	13,050,197	20.54	.43800	5,876	1,646,364	34,689,070	21.00	.19000	6,272	12,148	6,287	4,861	.....	72
74	Mobile & Ohio (1).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
75	St. Louis & Cairo	188,601	6,319,696	33.51	.72785	1,187	712,175	83,293,540	116.96	.90952	4,033	5,233	3,428	1,805	.....	75
76	New York, Chicago & St. L.....	230,985	4,290,440	18.57	.53167	6,807	783,730	9,758,710	12.00	.82100	3,412	10,237	7,166	3,071	.....	76
79	Pennsylvania Co. (1).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
81	Pitts., Ft. W. & Chi.....	135,086	6,531,987	.....	.93367	9,212	227,360	31,392,230	.....	.92146	12,831	26,758	60,722	.....	33,964	81
82	S. Chi. & Southern	240,001	1,071,391	4.46	.07565	1,807	190,998	1,455,142	7.62	.10554	1,967	4,632	3,845	787	.....	82
84	Peoria, Decatur & Evansville	263,495	5,791,081	21.98	.59938	665	547,921	46,207,020	84.31	.91527	1,705	2,458	1,576	882	.....	84
87	Pitts., Cincinnati, Chi. & St. L...	143,805	5,022,974	.....	.66831	4,386	223,971	35,180,151	.....	1.01889	8,154	13,102	23,454	.....	10,352	87
90	Rock Island & Peoria.....	164,687	3,943,772	23.95	.66520	1,126	650,920	38,690,685	59.44	.78365	4,514	5,648	3,466	2,182	.....	90
91	St. Louis, Alton & Terre Haute..	360,346	10,400,501	28.80	.69153	1,312	1,743,814	102,597,079	58.83	.58154	4,353	5,794	3,381	2,413	.....	91
98	St. Louis, Chicago & St. Paul....	90,928	1,496,523	16.00	.40000	486	101,065	5,788,706	57.00	.78262	840	1,727	1,561	166	.....	98
101	Ter. R. R. Asso'n of St. L.....	1,360,181	2,067,475	1.52	.13251	143,634	2,750,806	4,181,225	1.52	.14808	267,990	480,174	189,792	290,382	.....	101
103	Terre Haute & Indianapolis (1)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. L., Van. & T. H. (O.&F.)...	411,911	20,405,203	49.54	1.08566	4,417	1,242,433	114,429,566	92.10	.77363	6,072	10,523	8,015	2,508	.....	104
105	Terre Haute & Peo. (O. & F.)..	159,330	3,304,239	20.74	.53638	620	359,958	36,367,596	101.03	.77704	1,611	2,232	2,308	.....	76	105
107	Toledo, Peoria & Western.....	466,928	10,910,686	23.36	.58146	1,329	616,427	41,619,823	67.51	.88481	2,205	3,693	2,950	743	.....	107
108	Toledo, St. Louis & Kansas C...	118,566	4,231,721	35.60	.64131	801	329,836	72,081,012	218.53	1.06936	2,609	2,568	2,129	439	.....	108
109	Wabash	1,241,558	70,093,829	56.50	1.05940	2,456	1,804,998	365,561,759	202.70	1.41400	4,029	6,485	5,308	1,177	.....	109
110	Wabash, Chester & Western.....	52,226	962,492	18.43	.50345	516	83,429	2,358,477	28.27	.65079	837	1,355	1,028	327	.....	110
111	Wisconsin Central	249,782	9,971,061	39.84	.97430	5,318	834,308	44,486,888	53.64	.64406	9,898	15,373	9,812	5,561	.....	111
	Total	83,281,655	1,577,372,319	26.84	.54854	$2,502	56,726,687	6,050,197,710	83.69	.78489	$4.093	$6,881	$4,623	$2,258	.....	

(1) Inserted to show relation of following subsidiary lines.
(2) Estimated for Illinois.

TABLE VII.—*Classified Freight Traffic in Illinois in Tons, for year ending June 30, 1894.*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
		Products of Agriculture.							Products of Animals.						
	Name of Company.	Grain	Flour	Other mill products	Hay	Tobacco	Cotton	Fruit and vegetables	Live stock	Dressed meats	Other packing house products	Poultry, game and fish	Wool	Hides and leather	
1	Atchison, Topeka & Santa Fé (1)														1
2	Chicago, Santa Fé & California	391,192	38,911	11,949	11,100		997	34,535	185,547	677	18,968	5,771	4,113	3,071	2
5	Baltimore & Ohio(1)														5
6	Baltimore & Ohio & Chicago	47,643	28,941	5,972	931	100		952	39,814	20,240	8,283	4,100	1,090	4,622	6
10	Chicago & Alton	316,529	31,470	13,912	16,813		23,388	9,814	135,191		8,642		242	34	10
14	Chicago & Eastern Illinois	134,491	6,639	14,153	24,355	683	55	25,583	33,410	4,890	7,635	1,178	179	770	14
18	Chicago & Grand Trunk	164,447	22,782	33,766	1,033	603	7,914	54,857	199,919	18,584	48,439	9,447	1,827	15,616	18
22	Chicago & Northwestern	401,167	39,392	63,341	55,193	1,248	117	129,473	257,996	40,833	32,425	5,717	5,900	15,185	22
25	Chicago & Texas	6,463	220	464	71			266		267	7		22		25
26	Chicago, Burlington & Northern	74,608	77,494	10,655	3,319			64,311	88,636	621	3,312	987	668	1,470	26
34	Chicago, Milwaukee & St. Paul	119,013	22,010	7,301	8,873	1,027		13,164	27,121	4,483	2,824	317	338	1,251	34
35	Chicago, Rock Island & Pacific	793,207	116,837	83,422	83,669		2,296	67,433	326,814	60,003	61,352		4,502	19,027	35
37	Chicago Great Western	212,953	97,660	33,621	5,461	58	5,719	22,766	91,961	933	1,633	1,608	858	3,883	37
39	Cleveland, Cincinnati, Chicago & St. Louis	283,335	66,344	31,889	35,353	7,968	16,530	33,823	80,520	16,357	6,363	4,152	3,077	5,594	39
40	Kankakee & Seneca	100,923	37,117	3,374	1,917	896	55	2,753	4,530	5,851	2,120	374	2,785	899	40
41	Peoria & Eastern	136,658	15,285	14,817	2,789	776	2,743	3,888	13,076	1,294	377	225	170	823	41
44	Elgin, Joliet & Eastern	23,783	3,615	4,617	2,361			1,074	1,929						44
45	Fulton County Narrow Gauge	6,751	260	16	35	7		103	2,891	11	31	24	8	16	45
46	Illinois Central	1,126,484	132,646		68,109	8,374	47,836	177,983	241,254	8,922	64,951	5,876	1,600	10,379	46
58	Indianapolis, Decatur & Western	52,867	238	1,403	888				7,760						58
59	Indiana, Illinois & Iowa	120,950	88,773	21,105	5,733	16	23,838	26,909	97,248	284,170	123,710	6,636	4,415	27,915	59
60	Iowa Central	188,834	7,065	129	16,298			1,192	32,454	187	4,109	200		674	60
62	Jacksonville Southeastern	149,444	21,445	16,482	12,344	754	31	6,436	22,024	2,599	540		1,473	1,244	62
63	Jacksonville, Lonisville & St. Louis	1,495	496	118	674			154	1,284	11	2		31	4	63
65	Lake Erie & Western	75,332	5,263	3,332	3,332	1,521	2,281	6,193	7,473	696	870	870	174	174	65
66	Lake Shore & Michigan Southern	251,501	28,961	46,937	7,666	1,065	3,494	59,462	297,940	98,185	46,037	84,743	6,456	24,132	66
68	Lonisville & Nashville(1)														68
69	Southeast & St. Louis	132,837	69,974		14,251	239	30	7,042	12,947	9,566					69
70	Louisville, Evansville & St. Louis Con	70,128	10,138	7,606	1,509	4,231	50		2,654	1,535	980	140			70
71	Madison, Illinois & St. Louis	111,696	9,491		8,596		9,489	7,388	151,126		24,190				71
72	Michigan Central	294,625	23,476	26,795	3,804	2,764	27,503	49,753	84,763	97,232	80,910	2,373	749	11,392	72
74	Mobile & Ohio (1)														74
75	St. Louis & Cairo	77,424					29,021	44,357	9,547						75

76	New York, Chicago & St. Louis	99,013	21,969	17,604	2,434	473	168	9,477	40,365	115,999	54,925	316	1,632	11,918	76
79	Pennsylvania Co.(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
81	Pittsburgh, Ft. Wayne & Chicago	9,223	5,697	2,560	4,980	87	2	3,021	6,198	520	1,364	343	129	2,029	81
82	South Chicago & Southern	234	111	895	298	.....	.....	22	16	.....	188	.....	.....	1,289	82
84	Peoria, Decatur & Evansville	187,182	15,000	.....	5,167	1,392	576	44,047	16,129	367	.....	2,367	.....	588	84
87	Pittsburgh, Cincinnati, Chicago & St. L.	17,838	3,534	3,096	2,892	658	2,216	3,520	5,320	4,539	2,822	204	121	1,128	87
90	Rock Island & Peoria	202,691	9,232	13,477	12,835	45	9	3,541	15,002	867	385	124	23	48	90
91	St. Louis, Alton & Terre Haute	78,655	44,894	11,095	13,256	1,460	13,875	24,655	17,561	8,968	552	432	133	707	91
98	St. Louis, Chicago & St. Paul	11,531	13,427	10,007	552	.....	.....	132	6,213	5	1	.....	20	50	98
101	Terminal Railroad Association of St. L.	233,815	38,242	.....	14,907	.....	65,778	14,902	302,578	45,357	.....	.....	.....	.....	101
103	Terre Haute & Indianapolis(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. Louis, Vandalia & Terre Haute	61,676	29,828	14,250	7,681	2,040	65,826	30,406	28,404	7,837	5,770	1,690	443	12,662	104
105	Terre Haute & Peoria	181,549	2,031	16,682	7,847	21	30	1,287	18,134	518	188	161	40	1,485	105
107	Toledo, Peoria & Western	218,643	6,789	7,365	5,975	49	.....	2,476	33,578	1,010	189	128	39	474	107
108	Toledo, St. Louis & Kansas City	84,182	12,665	6,827	5,092	51	7,375	5,220	16,007	2,540	1,886	529	357	.....	108
109	Wabash	384,316	30,683	36,972	17,329	2,289	11,554	30,183	152,965	43,215	21,598	.....	1,429	7,723	109
110	Wabash, Chester & Western	7,489	10,642	3,065	315	.....	.....	175	987	.....	.....	54	30	11	110
111	Wisconsin Central	13,163	42,952	19,993	1,747	1,139	.....	66,192	27,467	471	2,830	1,238	1,285	9,406	111
	Total	7,687,945	1,290,029	620,564	499,780	42,034	370,716	1,060,721	3,146,753	911,800	639,367	142,324	46,358	197,673	

(1) Inserted to show relation of following subsidiary lines.

TABLE VII.—*Classified Freight Traffic in Illinois, 1894.*—Continued.

	Name of Company.	15	16	17	18	19	20	21	22	23	24	25	26	27	
		Manufactures.													
		Oils	Sugar	Naval stores	Iron, pig and bloom	Iron and steel rails	Machinery, etc.	Bar and sheet metal	Cement, brick and lime	Agricultural implements	Wagons, carriages, etc., tools	Wines, liquors, beers, etc.	Household goods and furniture	Tile	
1	Atchison, Topeka & Santa Fé (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Chicago, Santa Fé & California	46,398	4,677	.....	6,948	8,394	12,896	22,483	40,925	5,292	7,534	17,551	14,388	.....	2
5	Baltimore & Ohio (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Baltimore & Ohio & Chicago	14,860	9,281	3,745	20,243	13,845	79,875	60,011	10,148	1,942	4,522	8,590	240	.....	6
10	Chicago & Alton	.....	.....	.....	23,606	.....	.....	1,702	2,987	3,943	.....	203	3,106	9,846	10
14	Chicago & Eastern Illinois	17,621	1,337	.....	10,810	4,753	3,881	1,205	33,050	3,485	1,231	6,315	3,012	4,116	14
18	Chicago & Grand Trunk	6,496	10,106	1,456	14,640	3,491	6,617	290	3,177	5,119	2,996	5,265	2,225	.....	18
22	Chicago & Northwestern	170,812	18,484	241	42,559	69,432	68,883	94,945	82,654	38,620	88,555	14,523	29,373	12,585	22
25	Chicago & Texas	221	173	.....	216	203	475	.....	468	.....	36	5	149	.....	25
26	*Chicago, Burlington & Northern	16,199	14,903	2,529	7,329	857	6,102	345	7,348	8,632	2,122	6,524	3,706	.....	26
34	Chicago, Milwaukee & St. Paul	8,262	2,008	.....	7,872	2,423	1,991	855	14,997	3,348	905	13,569	1,899	.....	34
35	Chicago, Rock Island & Pacific	83,452	101,076	14,085	16,116	57,876	23,437	53,706	199,511	39,978	19,081	22,727	13,765	15,615	35
37	Chicago Great Western	18,688	7,692	.....	771	6,809	3,109	6,936	4,325	1,831	1,649	3,063	1,806	.....	37
39	Cleveland, Cincinnati, Chicago & St. Louis	32,157	21,071	5,975	35,677	3,095	58,906	34,373	62,349	8,765	2,840	22,147	6,507	15,655	39
40	Kankakee & Seneca	1,573	131	1,199	5,011	.....	13,416	9,049	14,237	6,576	911	3,346	557	1,144	40
41	Peoria & Eastern	4,330	4,747	988	1,734	2,704	12,217	8,830	10,850	6,373	1,108	4,700	1,637	4,229	41
44	Elgin, Joliet & Eastern	678	.....	.....	58,221	3,262	12,305	61,442	6,039	.....	.....	981	482	872	44
45	Fulton County Narrow Gauge	172	127	.....	.....	8	32	19	588	76	31	9	69	44	45
46	Illinois Central	93,157	40,226	19,950	21,269	10,430	69,922	48,824	70,235	16,601	8,993	34,301	28,972	34,583	46
59	Indiana, Illinois & Iowa	12,076	4,667	.....	1,338	1,866	6,340	1,581	4,451	4,078	3,437	1,752	7,260	.....	59
60	Iowa Central	6,505	2,100	.....	103	2,229	1,876	169	1,382	4,761	1,179	1,316	1,835	1,570	60
62	Jacksonville Southeastern	2,482	1,959	.....	7,706	3,655	3,886	13,883	27,428	2,415	1,271	11,923	3,034	.....	62
63	Jacksonville, Louisville & St. Louis	49	1	.....	130	.....	175	.....	377	123	32	19	18	.....	63
65	Lake Erie & Western	24,405	.....	.....	.....	127	15,040	.....	15,372	7,686	7,686	4,433	7,686	.....	65
66	Lake Shore & Michigan Southern	91,653	24,237	.....	8,299	3,071	52,150	32,850	35,319	16,377	109,809	20,260	11,423	.....	66
68	Louisville & Nashville (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis	1,979	7,024	1,353	7,398	11,664	517	3,396	7,005	1,415	97	4,652	784	.....	69
70	Louisville, Evansville & St. Louis Consol.	3,384	770	.....	8,040	684	4,932	21	7,993	577	252	4,398	1,177	.....	70
71	Madison, Illinois & St. Louis	22,671	.....	.....	67,852	.....	.....	7,835	8,361	6,079	.....	657	.....	.....	71
72	Michigan Central	20,916	36,980	.....	8,038	431	25,022	6,774	3,620	179,253	.....	14,134	11,255	33 539	72
74	Mobile & Ohio (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74

75	St. Louis & Cairo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75
76	New York, Chicago & St. Louis	70,935	12,842	.....	68	710	1,016	5,351	1,017	689	64	1,543	790	.....	76
79	Pennsylvania Co (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
81	Pittsburgh, Ft. Wayne & Chicago	3,608	832	1	11,340	999	2,254	10,589	7,889	309	185	993	910	.....	81
82	South Chicago & Southern	8,641	1	.....	276	36	1,209	1,866	65,086	71	1	321	368	.....	82
84	Peoria, Decatur & Evansville	2,042	929	.....	11,147	49	1,576	203	13,684	1,530	1,045	16,636	1,916	.....	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	2,404	1,153	5	5,412	1,449	3,801	7,391	10,731	789	214	1,662	497	.....	87
90	Rock Island & Peoria	2,829	19	.....	5,203	2,336	1,180	2,533	12,042	8,570	2,574	2,530	1,590	.....	90
91	St. Louis, Alton & Terre Haute	12,584	5,446	439	15,001	1,852	7,677	6,961	14,493	1,732	1,954	6,456	2,548	.....	91
98	St Louis, Chicago & St. Paul	281	268	.....	.....	606	289	25	6,806	388	18	137	282	608	98
101	Terminal Railroad Association of St. Louis	59,813	.....	.....	12,748	.....	30,747	61,065	34,702	.....	.....	10,172	.....	.....	101
103	Terre Haute & Indianapolis (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. Louis, Vandalia & Terre Haute	12,081	1,771	168,545	6,575	16,136	14,128	52,424	42,752	12,736	10,630	11,926	5,260	.....	104
105	Terre Haute & Peoria	1,373	102	.....	2,544	14	1,685	2,988	4,182	2,959	3,885	2,135	921	14,565	105
107	Toledo, Peoria & Western	6,885	1,112	.....	1,514	132	1,519	494	6,575	1,428	434	7,409	2,601	6,332	107
108	Toledo, St Louis & Kansas City	6,100	2,252	.....	170	1,622	12,499	71	10,523	853	338	1,203	723	1,146	108
109	Wabash	22,748	11,407	.....	3,540	1,910	9,622	.....	35,464	2,582	2,242	15,177	4,883	.....	109
110	Wabash, Chester & Western	228	.....	.....	2,382	49	2,406	1,079	3,715	63	31	465	146	.....	110
111	Wisconsin Central	33,183	1,921	.....	3,105	537	8,052	3,539	10,892	2,499	1,220	3,344	3,836	1,275	111
	Total	945,911	353,802	220,511	501,942	239,776	583,192	627,903	955,779	410,545	293,112	309,382	183,636	169,424	

(1) Inserted to show relation of following subsidiary lines.

TABLE VII.—*Classified Freight Traffic in Illinois, 1894.*—Concluded.

	Name of Company.	28	29	30	31	32	33	34	35	36	37	38	
		Product of Mines.											
		Anthracite coal	Bituminous coal	Coke	Ores	Stone, sand, and other like articles	Salt	Products of forest	Merchandise	Ice	Miscellaneous	Total tonnage, Cols. 2 to 37, inclusive	
1	Atchison, Topeka & Santa Fé (*)												1
2	Chicago, Santa Fé & California	37,156	290,192	4,226	51,399	64,763	7,711	102,249	148,870		36,512	1,637,201	2
5	Baltimore & Ohio (*)												5
6	Baltimore & Ohio & Chicago	20,345	219,283	119,112	940	55,291	806	35,428	34,840		110,329	995,358	6
10	Chicago & Alton	45,044	828,216		2,902	81,396	3,474	101,274	159,008	19,186	660,461	2,502,289	10
14	Chicago & Eastern Illinois	8,039	1,235,299	1,245	60	62,136	3,844	155,298	51,877	2,478	62,586	1,927,699	14
18	Chicago & Grand Trunk	59,041	1,628		20,243	23,952	31,229	25,545	113,261		57,823	973,834	18
22	Chicago & Northwestern	261,130	417,602	37,257	11,199	276,457	60,491	202,080	505,945	153,075	260,541	3,965,430	22
25	Chicago & Texas	323	287,539	285		3,650		38,352	1,508		1,115	342,498	25
26	Chicago, Burlington & Northern	14,244	57,527	8,266	65,628	7,671		183,148	36,549		14,417	788,118	26
27	Chicago, Burlington & Quincy (§)										7,575,443	‡7,575,443	27
34	Chicago, Milwaukee & St. Paul	20,931	47,175	3,763	10,553	14,911	2,872	89,074	42,945	11,655	29,973	539,703	34
35	Chicago, Rock Island & Pacific	131,709	244,849	13,826	61,964	188,486	31,898	167,887	413,775	3,278		3,536,654	35
37	Chicago Great Western	40,833	51,310	1,214	4,218	5,665	6,328	18,154	58,245	352	29,164	751,246	37
39	Cleveland, Cincinnati, Chicago & St. Louis	45,115	444,785	19,333	6,603	120,351	21,877	223,376	213,236	16,109	21,433	2,033,540	39
40	Kankakee & Seneca	117	28,776	970	55	9,899	1,959	31,122	27,520	65	4,290	325,517	40
41	Peoria & Eastern	17,653	47,992	4,710	30	10,423	1,707	50,035	31,022	421	2,999	424,389	41
44	Elgin, Joliet & Eastern	95,605	748,391	6,511	18,146	183,853	241	21,789	8,972	4,108	8,156	1,277,433	44
45	Fulton County Narrow Gauge	5	19,026			189	107	1,668	664	70	399	33,456	45
46	Illinois Central	143,413	2,083,185	15,033	25,805	94,466	41,717	523,199	151,394	41,457	565,650	6,075,596	46
57	Indiana & Illinois Southern								6,000		40,473	46,473	57
58	Indianapolis, Decatur & Western	2,429	10,615			2,672		5,906	14,864			99,642	58
59	Indiana, Illinois & Iowa	91,379	9,690	2,796	123,697	12,359		11,233	62,816		35,973	1,230,217	59
60	Iowa Central	22,386	158,652	1,866		3,998	1,495	5,034	15,499	549	29,560	515,206	60
62	Jacksonville Southeastern	21,625	325,522	1,110	928	14,418		62,478	32,228		99,920	871,787	62
63	Jacksonville, Louisville & St. Louis	31	1,147	15	16	210		2,440	832		764	10,648	63
65	Lake Erie & Western	9,868	12,767	31,455		20,900	2,450	30,937			13,495	311,808	65
66	Lake Shore & Michigan Southern	172,058	134,111	66,416	1,976	164,805	20,004	51,399	157,751	40,986	90,761	2,262,294	66
67	LaSalle & Bureau County (†)												68
68	Louisville & Nashville (*)												67
69	Southeast & St. Louis		290,565		110	6,698	625	51,412	321		125,604	769,495	69

70	Louisville, Evansville & St. Louis Consolidated	12	126,945	6,774	.....	13,228	.....	25,667	10,628	.....	16,563	331,036	70
71	Madison, Illinois & St. Louis	30,775	365,375	.....	89	13,947	.....	34,333	114,799	.....	159,867	1,154,026	71
72	Michigan Central	147,644	16,976	811	66	37,573	43,378	97,639	.....	83,939	172,137	1,646,364	72
74	Mobile & Ohio (*)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
75	St. Louis & Cairo	.....	165,480	.....	.....	.....	.....	119,487	265,137	1,722	.....	712,175	75
76	New York, Chicago & St. Louis	120,964	4,000	.....	14	29,732	6,000	47,163	104,459	.....	.....	783,730	76
79	Pennsylvania Co. (*)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
81	Pittsburgh, Ft. Wayne & Chicago	4,444	41,587	14,612	27,178	16,851	1,028	11,097	2,303	.....	32,197	227,359	81
82	South Chicago & Southern	120	3,313	368	932	72,267	43	5,112	1,419	.....	26,995	190,098	82
84	Peoria, Decatur & Evansville	8,497	85,083	370	.....	12,603	.....	78,176	28,233	.....	11,487	547,921	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	8,023	47,292	4,478	779	13,124	.....	13,856	3,185	26,329	26,694	223,971	87
90	Rock Island & Peoria	27,339	213,513	4,144	.....	2,919	672	47,431	31,460	2,232	21,525	650,920	90
91	St. Louis, Alton & Terre Haute	1,119	990,106	2,721	35	21,966	6,294	300,101	77,741	3,787	46,560	1,743,814	91
98	St. Louis, Chicago & St. Paul	1,259	23,496	.....	.....	8,877	122	4,888	209	.....	2,740	101,065	98
100	St. Louis & Peoria	.....	103,774	.....	.....	.....	.....	.....	748	.....	.....	104,522	100
101	Terminal Railroad Association of St. Louis	156,645	938,131	.....	14,963	120,760	.....	81,290	111,859	.....	372,332	2,750,806	101
103	Terre Haute & Indianapolis (*)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. Louis, Vandalia & Terre Haute	22,931	321,730	27,911	16,956	22,583	.....	92,452	80,853	.....	9,473	1,242,433	104
105	Terre Haute & Peoria	10,242	40,934	1,958	189	4,418	.....	14,239	17,552	.....	3,100	359,958	105
107	Toledo, Peoria & Western	34,319	182,899	4,400	.....	13,515	2,045	19,571	22,242	.....	24,286	616,427	107
108	Toledo, St. Louis & Kansas City	14,191	55,012	762	5	9,154	4,355	36,297	12,882	.....	16,946	329,835	108
109	Wabash	44,628	378,449	12,885	2,820	29,388	.....	125,602	134,657	.....	216,738	1,804,998	109
110	Wabash, Chester & Western	.....	28,692	1,048	.....	9,682	229	5,385	2,917	323	1,812	83,420	110
111	Wisconsin Central	4,792	25,201	1,322	4,058	17,611	562	130,556	42,774	279,483	66,658	834,308	111
	Totals	1,898,443	12,153,932	441,982	472,556	1,906,916	305,537	3,480,859	3,355,999	691,599	11,105,051	58,263,860	

(*) Inserted to show relation of subsidiary lines.

(†) Used by Matthieson & Hegeler Zinc Company for switching their material.

(‡) East of Missouri River.

(§) Estimated for Illinois.

TABLE VIII.—*Number of Employés and Salaries, year*

1	2	3	4	5	6	7	8	9
								IN
NAME OF COMPANY.	General officers	General office clerks	Station agents	Other stationmen	Enginemen	Firemen	Conductors	Other trainmen
1 Atchison, Topeka & Santa Fé (1)								
2 Chicago, Santa Fé & California	21		61	279	89	96	58	180
5 Baltimore & Ohio(1)								
6 Baltimore & Ohio & Chicago			5	98	8	8	8	19
8 Belt Railway of Chicago		11	8	14	36	39	31	52
9 Centralia & Chester	6		6		2	2	2	4
10 Chicago & Alton	23	90	108	429	133	139	96	204
11 Joliet & Chicago	2							
12 Mississippi River Bridge	2							
13 Chicago & Calumet Terminal	6	13	12	9	12	12	11	22
14 Chicago & Eastern Illinois	19	109	65	123	64	64	39	76
15 Chicago & Western Indiana	8	28	9	89			15	16
17 Chicago & Erie								
18 Chicago & Grand Trunk	2	13	6	31	16	15	12	24
21 Chicago & Indiana State Line	5	1						
22 Chicago & Northwestern	19	455	152	1,177	357	402	230	489
23 Chicago & Northern Pacific	7	33	20	138	27	27	8	17
24 Chicago & South Side Rap. Tran.	6	13	87	55	53	56	79	86
25 Chicago & Texas	3	5	4	4	6	6	3	9
26 Chi., Burlington & Northern		2	13	8	8	8	5	13
27 Chi., Burlington & Quincy	13	420	234	951	442	437	288	686
34 Chicago, Milwaukee & St. Paul	5	21	45	53	46	46	35	75
35 Chicago, Rock Island & Pacific	30	353	51	524	147	138	75	179
36 Peoria & Bureau Valley	4	1						
37 Chicago Great Western	2	31	32	91	40	39	25	53
39 Cleveland, Cincin., Chi. & St. L.	32	378	112	306	112	112	75	153
40 Kankakee & Seneca	1	2	7	3	2	2	2	5
41 Peoria & Eastern	4	11	26	12	21	21	15	32
43 East St. Louis Connecting	5	6	6		12	12	11	
44 Elgin, Joliet & Eastern	8	42	23	32	37	37	24	49
45 Fulton County Narrow Gauge	3	1	7		2	2	2	2
46 Illinois Central	19	210	292	391	374	369	225	404
57 Indiana & Illinois Southern	1		8		4	5	5	8
58 Indianapolis, Decatur & West'n.	4	4	19	8	8	8	6	11
59 Indiana, Illinois & Iowa	9	37	12	34	20	20	12	19
60 Iowa Central			20	21	12	12	10	19
62 Jacksonville Southeastern	8	57	54	94	45	48	35	75
64 Lake Street Elevated	6	23		155	29	29	24	38
65 Lake Erie & Western			23	24	17	17	13	28
66 Lake Shore & Michigan South'n.	2	21	8	576	30	30	6	14
68 Louisville & Nashville (1)								
69 Southeast & St. Louis	3	8	26	79	29	28	21	53
70 Louisv., Evansv. & St. L. Con.			21	20	21	22	30	33
71 Madison, Illinois & St. Louis				13	8	9	1	3
72 Michigan Central	3	32	7	336	29	31	3	3
74 Mobile & Ohio(1)								
75 St. Louis & Cairo	10	23	25	33	33	37	25	55
76 New York, Chicago & St. Louis			4	83	18	18	33	62
79 Pennsylvania Company(1)								
81 Pittsb., Ft. Wayne & Chicago	1	9	21	320	33	50	32	59
82 South Chicago & Southern		9	1	1	2	2	3	3
84 Peoria, Decatur & Evansville	10	44	41	33	25	35	16	50
87 Pittsburgh, Cincin., Chi. & St. L.	2	10	8	162	30	30	29	20
88 Englewood Connecting								
89 Quincy, Omaha & Kaasas City								
90 Rock Island & Peoria	5	11	26	30	16	16	11	20
91 St. Louis, Alton & Terre Haute	11	54	45	117	47	52	37	91
98 St. Louis, Chicago & St. Paul	7	11	19	5	8	8	6	8
100 St. Louis & Peoria	3		2		1	1	1	2
101 Terminal R. R. Ass'n of St. L.	6	4	2	350	56	57	12	11

(1) Inserted to show relation of following subsidiary lines.

ending June 30, 1894—In Illinois and Whole Line.

10	11	12	13	14	15	16	17	18	19	20	21	22	
Illinois.											Whole Line.		
Machinists	Carpenters	Other shopmen	Section foremen	Other trackmen	Switchmen, flagmen and watchmen	Telegraph operators and dispatchers	Employés, account floating equipment	All other employés and laborers	Grand total, cols. 2 to 18, inclusive.	Total yearly compensation	Grand total	Total yearly compensation	
													1
16	7	221	62	635	151	37		157	2,070	$1,028,830 88	3,610	$1,845,988 44	2
													5
11	21	21	7	31	113	10		103	463	276,886 28	1,728	978,129 86	6
10	10	32	6	29	14	10		71	373	264,931 25	373	264,931 25	8
1		3	5	20		1			52	19,860 00	52	19,860 00	9
156	135	328	113	456	252	75		127	2,864	1,850,422 80	3,647	2,319,920 47	10
									2	750 00	2	750 00	11
									2		2		12
2	13	9	8	18	11	9		6	173	116,339 06	173	116,339 06	13
24	32	246	46	100	64	29		151	1,251	1,102,297 32	1,573	1,343,413 74	14
10	21		12	86	162	27		14	497	341,999 65	497	341,999 65	15
											2,051	1,182,113 23	17
27	14	13	7	31	19	11		40	281	172,426 51	2,800	1,724,265 02	18
			1	5	6			1	19	7,602 55	19	7,602 55	21
326	646	1,052	141	770	708	133		323	7,380	4,546,257 55	20,326	12,285,628 34	22
3	16	44	13	43	178	11		89	674	109,481 08	674	109,481,08	23
12	4	17	1	12	37	9		53	580	292,025 40	580	292,025 40	24
6	6	7	6	20	5		22	6	118	65,317 20	118	65,317 20	25
2	8	37	17	70	11	20		18	240	126,442 08	1,247	766,529 52	26
391	473	1,361	258	1,331	683	183		102	8,263	4,718,148 47	19,211	11,252,360 89	27
29	32	116	51	156	54	39		208	1,011	630,721 68	20,228	12,614,433 61	34
293	240	416	73	547	406	48		151	3,671	2,444,582 76	11,918	7,651,192 32	35
									5	800 00	5	800 00	36
9	19	6	27	97	37	14		72	594	409,595 40	2,573	1,729,375 20	37
99	128	180	96	394	243	84		420	2,919	1,577,050 58	10,051	6,051,613 90	39
			7	20	2				53	25,320 87	53	25,320 87	40
26	55	39	25	113	20	14		61	495	274,949 79	1,293	740,666 47	41
4	4	10	4	16	24	1			115	83,984 89	115	83,984 89	43
24	18	111	26	100	64	20		23	638	396,762 84	695	417,949 79	44
1	3	1	8	12				6	50	25,587 22	50	25,587 22	45
568	401	587	252	1,555	308	153		1,624	7,732	5,272,092 20	14,076	9,112,905 86	46
1	1	8	8	20	1			3	73	29,880 34	73	29,880 34	57
6	7	31	13	46	9	6		4	190	106,315 79	379	212,631 57	58
4	18	18	13	59	13	8		59	355	254,258 73	419	290,320 52	59
		34	14	51	9	9		23	234	147,434 30	1,098	699,314 20	60
93	67	71	56	218	30	31		60	1,042	523,201 91	1,042	523,201 91	62
6	1	1	1	5	28	7		25	378	79,348 90	378	79,348 90	64
4	5	21	20	28	11	4		27	242	141,490 41	1,765	1,143,022 54	65
11	25	130	12	111	193	23		39	1,231	754,755 50	13,385	8,112,611 64	66
													68
2	43	36	27	172	26	10		56	619	310,331 76	1,103	568,730 40	69
9	10	25	23	161	38	9	9	13	444	205,523 10	444	205,523 10	70
5	8	6	2	24	48			11	138	69,564 15	371	19[illegible],456 48	71
4	7		14		111	26		189	815	513,518 26	9,202	5,470,549 96	72
													74
13	21	78	27	96	29	19	17	45	586	362,311 44	586	362,311 44	75
62	50	110	4	26	68	7		147	692	437,974 89	3,316	2,457,897 05	76
													79
10	69	265	8	49	206	12		221	1,365	908,013 13	7,537	4,891,093 03	81
			1	4	4	2		4	27	16,562 71	27	16,562 71	82
25	34	65	44	104	16	8		2	552	316,624 17	632	344,547 01	84
11	7	25	11	47	211	15		163	781	535,849 37	9,943	6,237,325 57	87
					2				2	960 00	2	960 00	88
											194	101,427 72	89
14	13	30	20	90	11	6		49	368	231,038 93	368	231,038 93	90
48	83	153	42	176	51	19		16	1,042	541,221 68	1,042	541,221 68	91
8	13	14	14	55	8	5		27	216	114,896 58	216	114,896 58	98
			2	12				2	26	12,939 44	26	12,939 44	100
37	34	71	16	98	198	23		453	1,402	833,375 00	1,402	833,375 00	101

Table VIII.—

	1	2	3	4	5	6	7	8	9
									In
	Name of Company.	General officers	General office clerks	Station agents	Other stationmen	Enginemen	Firemen	Conductors	Other trainmen
103	Terre Haute & Indianapolis (1)	.....	.....	.....	.....	.....	.....	.....	.....
104	St. Louis, Vandalia & Terre H.	9	15	25	204	71	63	34	75
105	Terre Haute & Peoria	9	10	27	21	19	23	19	36
106	E. St. L. & Carondelet (O. & F.)	5	1	1	7	2	2	.....	.....
107	Toledo, Peoria & Western	5	25	43	40	33	33	24	47
108	Toledo, St. Louis & Kansas City	.....	.....	36	50	26	27	14	36
109	Wabash	11	86	122	276	147	151	91	194
110	Wabash, Chester & Western	2	2	11	.....	3	3	3	6
111	Wisconsin Central	13	59	18	103	14	14	10	20
	Totals	400	2,810	2,070	8,012	2,885	2,970	1,940	3,848

(1) Inserted to show relation of following subsidiary lines.

Concluded.

10	11	12	13	14	15	16	17	18	19	20	21	22	
Illinois.											Whole Line.		
Machinists	Carpenters	Other shopmen..	Section foremen..	Other trackmen ..	Switchmen, flagmen and watchmen	Telegraph operators and dispatchers	Employés, account floating equipment.....	All other employés and laborers....	Grand total, cols. 2 to 18, inclusive.	Total yearly compensation	Grand total.....	Total yearly compensation.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
23	39	109	33	126	54	59	.....	93	1,035	588,155 68	1,035	588,155 68	104
13	21	20	27	62	9	10	.....	63	389	200,797 20	389	200,797 20	105
2	.....	.....	2	16	18	2	.....	.....	58	27,529 04	58	27,529 04	106
14	25	52	41	138	8	31	.....	86	645	402,138 68	645	402,138 68	107
14	21	82	25	131	25	14	.....	18	519	233,886 13	1,772	852,470 75	108
140	96	394	110	445	174	98	.....	203	2,738	1,799,898 49	8,215	5,399,515 47	109
3	8	1	9	36	1	.....	.....	3	91	45,726 66	91	45,726 66	110
.....	2	21	8	22	2	7	.....	7	320	120,680 13	2,428	411,402 42	111
2,632	3,034	6,728	1,919	9,295	5,184	1,408	48	5,917	61,200	$46,848,608 81	189,223	$114,959,309 45	

TABLE IX—*Average Daily Compensation of Employés, for year ending June 30, 1894.*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
	NAME OF COMPANY.	General officers	General office clerks	Station agents	Other stationmen	Enginemen	Firemen	Conductors	Other trainmen	Machinists	Carpenters	Other shopmen	Section foremen	Other trackmen	Switchmen, flagmen and watchmen	Telegraph operators and dispatchers	Employés — Account floating equipment	All other employés and laborers	
1	Atchison, Topeka & Santa Fé																		1
2	Chicago, Santa Fé & California	$5 92	.....	$1 78	$1 57	$3 96	$2 73	$3 13	$1 94	$2 56	$2 34	1 67	1 50	1 28	1 94	2 84	.....	2 05	2
5	Baltimore & Ohio (1)																		5
6	Baltimore & Ohio & Chicago	.....	.....	3 06	1 74	4 16	2 22	3 21	1 72	1 34	1 34	1 45	1 53	1 30	2 13	2 22	.....	1 71	6
8	Belt Railway of Chicago	.....	2 36	1 91	1 37	3 04	2 00	2 96	2 78	2 55	2 30	2 19	1 56	1 28	1 38	1 70	.....	1 65	8
10	Chicago & Alton	12 48	2 95	1 63	1 59	3 64	1 98	2 80	1 60	1 85	2 20	1 87	1 78	1 41	.....	.....	.....	.....	10
11	Joliet & Chicago	1 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
13	Chicago & Calumet Terminal	2 57	92	1 67	1 44	3 68	2 09	3 23	3 11	3 10	1 63	1 89	1 52	1 25	1 23	1 65	.....	1 45	13
14	Chicago & Eastern Illinois	9 90	2 15	1 85	1 61	3 81	2 11	3 29	2 18	2 54	2 11	1 70	1 75	1 23	2 13	2 08	.....	1 95	14
15	Chicago & Western Indiana	14 43	2 69	2 70	1 67	.....	.....	2 91	2 80	1 83	2 15	.....	1 90	1 39	1 42	1 91	.....	1 76	15
18	Chicago & Grand Trunk	9 27	1 64	1 75	1 62	3 78	2 12	2 77	1 97	2 01	1 97	1 48	1 65	1 13	1 97	1 72	.....	1 83	18
21	Chicago & Indiana State Line	.....	51	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 29	1 72	.....	.....	.....	66	21
22	Chicago & Northwestern	23 49	2 35	2 17	1 69	3 46	2 12	3 34	2 01	1 76	1 63	1 51	1 80	1 30	1 88	1 99	.....	2 33	22
23	Chicago & Northern Pacific	10 35	1 84	1 37	1 54	3 31	1 85	3 23	1 89	2 44	2 20	1 76	2 02	1 28	1 85	1 73	.....	1 47	23
24	Chicago & South Side Rapid Transit	6 62	2 87	1 27	1 44	3 50	2 30	2 00	1 60	2 69	2 44	2 13	3 33	1 88	1 87	2 59	.....	1 82	24
25	Chicago & Texas	7 60	1 85	1 50	1 10	3 00	1 85	2 50	1 65	2 50	1 90	1 55	1 50	1 10	1 85	.....	1 50	1 20	25
26	Chicago, Burlington & Northern	.....	3 17	1 34	1 13	3 26	1 80	2 70	2 49	1 95	2 07	1 68	1 55	1 28	2 12	1 61	.....	1 22	26
27	Chicago, Burlington & Quincy	6 92	2 51	1 60	1 51	2 82	1 62	2 71	1 58	1 79	1 82	1 69	1 36	1 01	1 69	1 83	.....	2 11	27
34	Chicago, Milwaukee & St. Paul	11 85	2 07	1 69	1 82	3 72	2 30	3 23	1 83	2 72	2 29	1 70	2 13	1 32	1 88	2 09	.....	1 74	34
35	Chicago, Rock Island & Pacific	18 08	2 97	2 23	1 80	3 91	2 53	3 80	2 37	2 08	2 10	1 73	1 88	1 22	2 20	2 40	.....	1 88	35
37	Chicago Great Western	9 99	2 53	1 54	1 42	3 67	2 14	3 25	1 94	2 15	1 80	2 93	1 35	1 25	2 56	1 85	.....	1 71	37
39	Cleveland, Cincinnati, Chicago & St. Louis	14 14	2 25	1 81	1 52	4 05	2 37	3 30	2 25	1 93	1 70	1 85	1 68	1 20	2 05	1 83	.....	1 65	39
40	Kankakee & Seneca	2 87	1 44	1 45	65	4 00	2 40	2 75	1 60	.....	.....	.....	1 70	1 15	90	.....	.....	.....	40
41	Peoria & Eastern	9 06	2 25	1 41	1 45	4 04	2 27	3 46	2 17	1 93	1 72	1 81	1 62	1 16	1 75	1 77	.....	1 60	41
43	East St. Louis Connecting	3 33	1 90	1 89	.....	3 25	1 90	3 00	.....	2 75	2 50	1 60	1 85	1 25	2 50	1 97	.....	.....	43
44	Elgin, Joliet & Eastern	8 49	2 78	1 82	1 56	3 66	2 00	3 38	1 92	2 24	2 13	1 65	1 86	1 19	1 86	1 92	.....	1 19	45
45	Fulton County Narrow Gauge	2 99	1 37	1 31	.....	2 50	1 32	1 92	1 15	2 46	1 79	1 65	1 31	1 10	.....	.....	.....	1 30	45
46	Illinois Central	12 17	2 15	1 66	1 56	3 49	1 88	3 34	2 02	2 56	2 33	1 38	1 60	1 19	1 96	1 50	.....	1 65	46
57	Indiana & Illinois Southern	3 26	.....	1 23	.....	2 67	1 69	2 44	1 60	2 50	2 00	1 30	1 53	1 10	1 28	.....	.....	1 25	57
58	Indianapolis, Decatur & Western	6 47	2 12	1 58	1 46	4 59	2 58	2 92	1 68	2 44	2 08	1 68	1 62	1 26	1 74	1 54	.....	1 18	58
59	Indiana, Illinois & Iowa	7 57	1 88	1 33	1 60	3 62	1 97	2 94	2 01	2 82	2 00	1 58	1 44	1 18	1 98	1 70	.....	1 45	59
60	Iowa Central	.....	.....	1 46	1 83	3 94	2 25	2 98	1 67	.....	.....	1 89	1 63	1 21	2 19	1 91	.....	1 97	60

62	Jacksonville Southeastern	9 54	1 93	1 95	1 32	3 21	1 75	2 56	1 46	1 58	1 07	1 27	1 65	99	1 52	1 95	.....	97	62
64	Lake Street Elevated	6 54	1 99	.....	1 20	3 07	1 80	1 96	1 40	1 94	2 47	1 85	2 95	1 74	1 83	2 33	.....	1 65	64
65	Lake Erie & Western	.....	.....	1 87	1 48	4 01	2 21	3 15	2 03	3 34	2 15	1 88	1 64	1 09	1 74	1 80	.....	1 31	65
66	Lake Shore & Michigan Southern	33 94	2 92	2 64	1 83	3 41	2 10	2 97	2 22	1 91	2 01	1 65	1 86	1 25	2 13	2 40	.....	1 85	66
68	Louisville & Nashville (1)																		68
69	Southeast & St. Louis	5 81	1 49	1 53	1 56	3 89	2 10	3 14	1 84	2 21	1 97	1 55	1 44	94	2 24	1 48	.....	81	69
70	Louisville, Evansville & St. Louis Consolidated	.....	.....	1 16	1 04	3 06	1 51	2 71	1 82	2 27	2 08	1 29	1 14	90	1 79	1 29	1 31	64	70
71	Madison, Illinois & St. Louis	.....	.....	.....	1 53	3 53	2 36	3 31	1 48	2 96	2 70	2 25	2 22	1 25	1 71	.....	.....	1 77	71
72	Michigan Central	15 07	2 55	3 48	1 79	2 77	1 60	3 18	1 89	2 54	2 06	.....	1 60	.....	2 15	1 98	.....	1 61	72
74	Mobile & Ohio (1)																		74
75	St. Louis & Cairo	6 49	2 27	1 58	1 74	4 00	2 15	3 23	2 05	2 62	1 90	1 53	1 51	1 10	2 18	1 73	2 08	1 42	75
76	New York, Chicago & St. Louis	.....	.....	2 87	1 96	3 53	2 14	4 52	2 85	2 23	2 15	1 96	1 77	1 38	1 85	2 07	.....	2 12	76
79	Pennsylvania Co. (1)																		79
81	Pittsburg, Ft. Wayne & Chicago	15 73	2 98	3 24	1 76	3 46	1 73	2 79	2 42	2 66	1 97	1 72	1 99	1 44	1 46	1 97	.....	1 46	81
82	South Chicago & Southern	.....	.....	1 98	66	3 16	1 73	2 99	2 23	.....	.....	.....	1 48	1 17	1 13	1 53	.....	96	82
84	Peoria, Decatur & Evansville	8 45	1 24	1 31	1 02	3 97	2 31	3 30	2 21	2 01	1 90	1 10	1 53	1 10	1 85	2 05	.....	84	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	9 47	3 09	2 91	1 80	3 27	2 02	3 12	2 09	2 40	1 97	2 06	1 81	1 34	1 70	1 78	.....	1 92	87
88	Englewood Connecting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 32	.....	.....	.....	88
90	Rock Island & Peoria	7 29	2 09	1 82	1 39	3 17	1 80	2 74	1 62	2 60	2 08	1 75	1 54	1 23	1 67	1 94	.....	1 57	90
91	St. Louis, Alton & Terre Haute	10 66	1 81	1 39	1 54	3 40	1 76	3 06	1 99	2 10	1 94	1 63	1 50	1 15	1 83	1 83	.....	1 50	91
98	St. Louis, Chicago & St. Paul	4 14	1 46	1 18	1 32	3 46	1 95	3 02	1 90	1 51	1 50	1 80	1 33	1 11	2 36	1 72	.....	1 71	98
100	St. Louis & Peoria	2 28	.....	1 65	.....	3 00	1 73	3 07	1 90	.....	.....	.....	1 91	1 25	.....	.....	.....	1 90	100
101	Terminal Railroad Association of St. Louis	16 94	4 26	6 00	1 69	3 32	1 98	2 28	2 33	2 45	2 52	2 22	3 12	1 48	2 35	2 23	.....	1 50	101
103	Terre Haute & Indianapolis (1)																		103
104	St. Louis, Vandalia & Terre Haute	3 80	2 35	1 67	1 61	4 15	2 09	2 84	2 21	2 75	2 18	1 60	1 53	1 25	1 93	1 50	.....	1 49	104
105	Terre Haute & Peoria	2 53	2 05	1 28	1 25	3 56	2 21	2 07	1 64	1 59	2 00	2 30	1 52	1 10	1 35	1 76	.....	1 01	105
106	East St. Louis & Carondelet (O. & F)	2 64	2 13	3 83	1 31	3 25	2 00	.....	.....	3 00	.....	.....	1 73	1 02	1 27	2 05	.....	.....	106
107	Toledo, Peoria & Western	10 19	2 31	2 03	1 69	3 78	2 08	3 19	2 09	2 70	2 18	1 90	1 69	1 17	1 38	1 76	.....	1 69	107
108	Toledo, St. Louis & Kansas City	.....	.....	1 09	1 36	3 86	2 18	2 96	1 80	2 02	1 98	1 60	1 35	1 13	1 89	1 58	.....	1 22	108
109	Wabash	13 17	2 68	1 90	1 74	4 06	2 29	3 55	2 19	1 92	2 25	1 70	1 80	1 20	2 18	2 05	.....	2 46	109
110	Wabash, Chester & Western	4 31	2 56	1 60	.....	3 72	2 00	2 84	1 66	1 95	1 60	1 50	1 53	1 10	1 54	.....	.....	1 50	110
111	Wisconsin Central	7 16	1 79	1 80	1 44	3 33	2 07	2 82	1 81	.....	2 80	1 67	1 42	1 08	1 61	2 57	.....	1 53	111
	Average	9 11	2 21	1 92	1 49	3 53	2 04	2 98	1 97	2 32	2 05	1 74	1 73	1 23	1 82	1 70	1 61	1 54	

TABLE X—*Description of Equipment, Whole Line, for year ending June 30, 1894.*

1.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
	Locomotives.						Cars in Passenger Service.												
Name of Company.	Passenger	Freight	Switching	Total. Cols. 2+3+4	Equipped with train brake	Fitted with automatic coupler	First-class passenger cars	Second-class passenger cars	Combination passenger cars	Emigrant cars	Dining cars	Parlor cars	Sleeping cars	Baggage, express and postal cars	Others	Total. Cols. 8+9+10+11+12+13+14+15+16.	Equipped with train brake	Fitted with automatic coupler	
Atchison, Topeka & Santa Fé (*)																			1
Chicago, Santa Fé & California	14		3	17	17		4									4	4	4	2
Baltimore & Ohio (*)																			5
Baltimore & Ohio & Chicago (†)																			6
Centralia & Chester	1	2		3	3		1		1							2	2	2	9
Chicago & Aiton	50	149	41	240	198		98				4			40		142	142	142	10
Chicago & Calumet Terminal	3	9	8	20	20														13
Chicago & Eastern Illinois	38	80	20	138	96		77	8	10		2			20	3	120	120	9	14
Chicago & Western Indiana			3	3	3														15
Chicago & Erie	23	59	20	102	99	55	37	5	3	11				4		60	60	60	17
Chicago & Grand Trunk	24	87	20	131	124		26				2			19		47	47	47	18
Chicago & Northwestern	225	594	191	1,010	943		505	44	78		9	22		180	39	877	877	877	22
Chicago & Northern Pacific	13		11	24	24		41		13						51	105	105	105	23
Chicago & South Side Rapid Transit	46			46	46		180									180	180		24
Chicago & Texas	2	3	5	10	4		2		2							4	3	3	25
Chicago, Burlington & Northern	12	38	8	58	58	11	20		2		2	2		10	1	37	37	37	26
Chicago, Burlington & Quincy	92	348	106	546	546	242	319	29			9			114	8	479	479	471	27
Chicago & Iowa	6	7	1	14	14	5	6							5		11	11	7	28
St. Louis, Rock Island & Chicago	10	17	3	30	30	4	13							7		20	20	20	33
Chicago, Milwaukee & St. Paul	220	513	102	835	633		404				8	16	53	284	2	767	767	759	34
Chicago, Rock Island & Pacific	137	318	109	564	457		159	52	46	9	13	37	47	91	5	459	448	455	35
Chicago Great Western		97		97	84		10	18	9		3			15		55	55	55	37
Cleveland, Cincinnati, Chicago & St. Louis	95	293	97	485	404	6	189	85	32		5	9		96		416	411	405	39
Peoria & Eastern	19	42	8	69	33	27	12	11						14		37	37	37	41
East St. Louis Connecting			7	7	7														43
Elgin, Joliet & Eastern	1	32	9	42	37		1		2							3	3	3	44
Fulton County Narrow Gauge	1	4		5	5		2		2					1		5	5		54
Illinois Central	199	326	85	610	533		321	61	7					125	64	578	573	573	46
Indiana & Illinois Southern	1	4		5	5			1						1		2	2	2	57
Indianapolis, Decatur & Western	5	10	2	17	5		7		4			2		5		18	18	18	58
Indiana, Illinois & Iowa		18	6	24	24				2							2			59

60	Iowa Central	11	49	6	66	60		16		11					3		30	30	30	60
62	Jacksonville Southeastern	9	24	6	39	39		6	10	4				2	7	1	30	16	30	62
63	Jacksonville, Louisville & St. Louis	3	4		7	7	7	4	3	3							10	10	10	63
64	Lake Street Elevated	25			25			125									125			64
65	Lake Erie & Western	30	67	20	117	64		33	17	6				3	18	6	83	83	83	65
66	Lake Shore & Michigan Southern	135	308	149	592	337	184	233	38	21	15	13			107	7	434	434	434	66
68	Louisville & Nashville (1)																			68
69	Southeast & St. Louis	5	15	5	25	6		9								5	14	14	14	69
70	Louisville, Evansville & St. Louis Consol.	16	30	13	59	57		16	15	7		2			10		50	50	50	70
71	Madison, Illinois & St. Louis			16	16	16			4								4	4	4	71
72	Michigan Central	160	234	67	461	355	71	170	52	24		16			96		358	358	358	72
74	Mobile & Ohio (1)																			74
75	St. Louis & Cairo	3	7	3	13	25	25	6	3	1					5	1	16	16	16	75
76	New York, Chicago & St. Louis	26	98	84	138	103	34	29	9	1		2			14	2	57	57	57	76
79	Pennsylvania Co. (1)																			79
81	Pittsburgh, Ft. Wayne & Chicago	75	194	59	328	328	75	155	52	12					88		307	307	307	81
84	Peoria, Decatur & Evansville	9	21	3	33	9		14		7					3		24	22	22	84
87	Pittsburgh, Cin., Chi. & St. Louis	117	269	56	442	442	125	229		15	2	2	3		115		366	366	366	87
89	Quincy, Omaha & Kansas City		9		9	9			3	1					1		5	5		89
90	Rock Island & Peoria	3	13	3	19	19	3	8		1					3		12	12	12	90
91	St. Louis, Alton & Terre Haute	8	22	11	41	23		10	9	5					8	1	33	33	33	91
98	St. Louis, Chicago & St. Paul		2	2	14	14		10							5	1	16	16	15	98
100	St. Louis & Peoria		2		2	2				1							1	1		100
101	Terminal Railroad Association of St. L.			26	26			3		3							6	6		101
103	Terre Haute & Indianapolis (*)																			103
104	St. Louis, Vandalia & Terre Haute	26	15	9	50	40		15	8	2			2		12		39	39	39	104
105	Terre Haute & Peoria	8	9	1	18	15		4	2	4					1	1	12	12	12	105
106	East St. Louis & Carondelet (O. & F.)			6	6	2														106
107	Toledo, Peoria & Western	10	29	2	41	25		12		5					8		25	25	25	107
108	Toledo, St. Louis & Kansas City	20	29	12	61	35		9	4	2					9	2	26	26	26	108
109	Wabash	112	223	83	418	319		72	84			5	45		100		306	306	306	109
110	Wabash, Chester & Western	2	2		4	3		2	1	2							5	5	5	110
111	Wisconsin Central	33	62	18	113	113		40	9	10		4	5		23		91	91	91	111
	Totals	2,083	4,797	1,455	8,335	6,918	874	36664	637	361	37	101	143	105	1,667	200	6,915	6,750	6,136	

*Inserted to show relation of following subsidiary lines.
†Equipment furnished by B. & O. R. R. as necessity requires.

TABLE X.—*Description of Equipment, Whole Line, for year ending June 30, 1894.*

	Name of Company.	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
		Cars in Freight Service.										Cars in Company Service.							
		Box cars	Flat cars	Stock cars	Coal cars	Tank cars	Refrigerator cars	Others	Total—Cols. 20 + 21 + 22 + 23 + 24 + 25 + 26	Equipped with train brake	Fitted with automatic coupler	Gravel cars	Derrick cars	Caboose cars	Others	Total—Cols. 30 + 31 + 32 + 33	Equipped with train brake	Fitted with automatic coupler	
1	Atchison, Topeka & Santa Fé (1)																		1
2	Chicago, Santa Fé & California	849	142		779				1,770	55		250	3	121	5	379	75		2
5	Baltimore & Ohio (1)																		5
8	Belt Railway of Chicago													5		5			8
9	Centralia & Chester	2			14				16					2		2			9
10	Chicago & Alton	3,177	561	1,848	1,407		130		7,123	544	1,096	92	3	112	14	221	2	2	10
13	Chicago & Calumet Terminal			9	220			2	231		200				3	3			13
14	Chicago & Eastern Illinois	1,845	298	269	6,064	22	50		8,548	1,300	1,566	50	3	60	27	140	67	62	14
15	Chicago & Western Indiana											16	2	1	1	20			15
17	Chicago & Erie	77	356	93					526		104		2	47	6	55	1	29	17
18	Chicago & Grand Trunk	148	145	15				63	371		142		2		8	10			18
22	Chicago & Northwestern	19,221	3,645	2,881	3,250		388	5,153	34,538	14,021	13,046	109	36	546	47	738	64	17	22
24	Chicago & South Side Rapid Transit														1	1	1		24
25	Chicago & Texas	11	7		201			20	239					1		1			25
26	Chicago, Burlington & Northern	2,450	100	300	500				3,350	200	200		1	26		27	2		26
27	Chicago, Burlington & Quincy	14,443	1,432	3,013	2,949		356		22,193	6,869	6,838		5	259	12	276	7		27
28	Chicago & Iowa	152		1	47				200	15	15			12		12			28
33	St. Louis, Rock Island & Chicago	386	130	94	261				871				1	15	1	17			33
34	Chicago, Milwaukee & St. Paul	18,604	5,313	2,721			489	311	27,438	6,519	9,462	277	11	464	70	822	15	182	34
35	Chicago, Rock Island & Pacific	10,188	2,385	2,385			123		15,081	5,709	8,791	339	14	297	134	784		236	35
37	Chicago Great Western	1,531	249	449	349		11	2	2,591	4	51		3	86	33	122	3	3	37
39	Cleveland, Cincinnati, Chicago & St. Louis	9,332	1,665	508	1,814		388		13,707	2,840	5,731	410	13	217	119	759		3	39
41	Peoria & Eastern	831	186	37	221			20	1,295	8	8	40	2	37		79	2	2	41
43	East St. Louis Connecting											30				30			43
44	Elgin, Joliet & Eastern	1	100		1,900				2,001	500	500		1	27		28			44
45	Fulton County Narrow Gauge	41	18	25	75			8	167	167									45
46	Illinois Central	8,531	908	1,122	4,659		460		15,680	3,516	2,787		11	313	94	418			46
57	Indiana & Illinois Southern		1		100				101					2	2	4			57
58	Indianapolis, Decatur & Western	496	61	88	109				754			3		9	1	13	1		58
59	Indiana, Illinois & Iowa	3	12		133		4		152		1			18	3	21			59
60	Iowa Central	1,268		47	794				2,109	2	721		2	37	23	62	1	1	60
62	Jacksonville Southeastern	509	5		932				1,446	900	1,000	5		17	5	27			62

63	Jacksonville, Louisville & St. Louis	112	2	.....	77	....	.....	.....	191	.....	.....	.....	1	2	.....	3	....	....	63
64	Lake Street Elevated	.....	.....	.....	.....	....	.....	.....	.....	....	.....	.....	....	.....	3	3	....	....	64
65	Lake Erie & Western	4,002	636	178	256	....	.....	.....	5,072	.....	.....	.....	3	52	9	64	....	....	65
66	Lake Shore & Michigan Southern	7,979	2,012	1,107	5,319	....	.....	49	16,466	6,163	6,795	219	13	292	33	557	5	....	66
68	Louisville & Nashville (1)	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....	68
69	Southeast & St. Louis	115	68	18	345	....	.....	.....	546	.....	.....	.....	1	10	6	17	1	....	69
70	Louisville, Evansville & St. Louis Consolidated	942	208	45	1,271	....	.....	.....	2,466	.....	.....	.....	1	15	112	128	....	....	70
71	Madison, Illinois & St. Louis	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	19	....	2	2	23	....	....	71
72	Michigan Central	5,167	3,186	1,134	388	42	120	62	10,099	2,165	3,073	.....	7	248	116	371	10	10	72
74	Mobile & Ohio (1)	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	....	....	74
75	St. Louis & Cairo	261	47	5	137	....	.....	.....	450	.....	.....	15	....	17	13	45	....	....	75
76	New York, Chicago & St. Louis	2,826	987	599	226	....	149	273	5,060	149	1,724	.....	4	75	1	80	....	....	76
79	Pennsylvania Co. (1)	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	....	....	79
81	Pittsburgh, Ft. Wayne & Chicago	4,628	450	2,242	2,435	....	.....	.....	9,755	2,237	2,346	.....	10	162	6	178	9	....	81
84	Peoria, Decatur & Evansville	1,253	125	86	334	....	.....	.....	1,798	.....	.....	6	1	12	5	24	1	1	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	6,198	881	1,673	756	....	20	.....	9,708	2,188	2,419	10	281	27	.....	318	....	..	87
89	Quincy, Omaha & Kansas City	38	20	39	27	....	.....	.....	124	.....	.....	1	1	5	1	8	....	....	89
90	Rock Island & Peoria	202	17	29	177	....	.....	.....	425	170	100	.....	..	11	4	15	....	....	90
91	St. Louis, Alton & Terre Haute	233	129	19	1,734	....	.....	.....	2,115	....	.....	9	1	23	3	36	....	....	91
98	St. Louis, Chicago & St. Paul	661	6	.....	118	....	.....	.....	785	785	.....	17	....	4	2	23	....	....	98
100	St. Louis & Peoria	.....	.....	.....	200	....	.....	.....	200	.....	.....	.....	....	.....	.....	.....	....	....	100
103	Terre Haute & Indianapolis (1)	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	....	....	103
104	St. Louis, Vandalia & Terre Haute	1,094	131	278	504	....	.....	.....	2,007	....	.....	102	1	27	20	150	....	....	104
105	Terre Haute & Peoria	389	.....	23	75	....	.....	.....	478	.....	.....	.....	....	9	5	14	....	....	105
106	East St. Louis & Carondelet (O. & F.)	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	25	...	1	.....	26	....	....	106
107	Toledo, Peoria & Western	439	8	115	256	....	.....	.....	818	64	.....	.....	1	18	15	34	1	1	107
108	Toledo, St. Louis & Kansas City	512	388	91	296	....	.....	.....	1,287	.....	485	.....	....	40	207	247	1	11	108
109	Wabash	4,819	.....	1,136	5,207	....	100	.....	11,262	1,360	2,648	300	8	221	276	805	27	7	109
110	Wabash, Chester & Western	18	4	.....	71	....	.....	.....	93	.....	.....	.....	1	2	.....	3	....	....	110
111	Wisconsin Central	3,010	574	193	232	3	25	1,787	5,824	1,772	1,975	.....	....	41	.....	41	....	....	111
	Totals	138,995	27,598	24,915	47,219	67	2,993	7,750	249,537	60,222	73,824	2,344	450	4,047	1,448	8,289	296	557	

(1) Inserted to show relation of following subsidiary lines.

TABLE X.—*Description of Equipment, Whole Line, for year ending June 30, 1894*—Concluded.

	Name of Company.	37	38	39	40	41	42	43	44	45	46	
		Cars Contributed to Fast Freight Line Service.				Locomotives and Cars Leased.						
		Number	Equipped with train brake	Fitted with automatic coupler	Total cars owned. Cols. 17+27+34+37	Number	Equipped with train brake	Fitted with automatic coupler	Grand total cars and locomotives owned. Cols. 5+40	Grand total cars and locomotives owned equipped with train brake. Cols. 6+18+28+34+38	Grand total cars and locomotives owned fitted with automatic coupler. Cols. 7+19+29+36+39	
1	Atchison, Topeka & Santa Fé (*)											1
2	Chicago, Santa Fé & California				2,153				2,170	151	4	2
5	Baltimore & Ohio (*)											5
8	Belt Railway of Chicago				5	150	42		5	5		8
9	Centralia & Chester				20				23	5	2	9
10	Chicago & Alton	316	19	156	7,802				8,042	905	1,396	10
13	Chicago & Calumet Terminal				234				254		200	13
14	Chicago & Eastern Illinois				8,808				8,946	1,583	1,637	14
15	Chicago & Western Indiana				30				23	3		15
17	Chicago & Erie				641	1,500	165	532	743	160	248	17
18	Chicago & Grand Trunk				428	2,189	63	54	559	171	189	18
22	Chicago & Northwestern				36,153				37,163	15,905	13,940	22
23	Chicago & Northern Pacific				105	4	4		129	129	105	23
24	Chicago & South Side Rapid Transit				181				227	227		24
25	Chicago & Texas				244				254	7	3	25
26	Chicago, Burlington & Northern				3,414				3,472	297	248	26
27	Chicago, Burlington & Quincy				22,948				23,494	7,901	7,551	27
28	Chicago & Iowa				223				237	40	27	28
33	St. Louis, Rock Island & Chicago				908				938	50	24	33
34	Chicago, Milwaukee & St. Paul	175	155	68	29,027				29,862	7,934	10,403	34
35	Chicago, Rock Island & Pacific				16,324				16,888	6,614	9,472	35
37	Chicago Great Western				2,768	2,364	324	347	2,865	146	99	37
39	Cleveland, Cincinnati, Chicago & St. Louis	1,908	105	892	16,790	2,100			17,275	3,760	7,037	39
41	Peoria & Eastern				1,411	200			1,480	80	74	41
43	East St. Louis Connecting				30				37	7		43
44	Elgin, Joliet & Eastern				2,032	600	600		2,074	540	503	44
45	Fulton County Narrow Gauge				172				177	177		45
46	Illinois Central				16,676				17,286	4,622	3,360	46
57	Indiana & Illinois Southern				107				112	7	2	57

58	Indianapolis, Decatur & Western				785				802	24	18	58
59	Indiana, Illinois & Iowa				175				199	24	1	59
60	Iowa Central				2,201				2,267	93	752	60
62	Jacksonville Southeastern				1,503				1,542	955	1,030	62
63	Jacksonville, Louisville & St. Louis				204				211	17	17	63
64	Lake Street Elevated				128				153			64
65	Lake Erie & Western	468			5,687				5,804	147	83	65
66	Lake Shore & Michigan Southern	3,946	28	648	21,403				21,995	6,967	8,061	66
68	Louisville & Nashville (*)											68
69	Southeast & St. Louis				577				602	21	14	69
70	Louisville, Evansville & St. Louis Consolidated				2,644				2,703	107	50	70
71	Madison, Illinois & St. Louis				27				43	20	4	71
72	Michigan Central	3,292	1,018	1,321	14,121				14,582	3,906	4,833	72
74	Mobile & Ohio (*)											74
75	St. Louis & Cairo	6			511	472	108	50	536	41	16	75
76	New York, Chicago & St. Louis	1,497		247	6,694	1,001	1,0.1	991	6,832	309	2,062	76
79	Pennsylvania Co. (*)											79
81	Pittsburgh, Ft. Wayne & Chicago				10,240	23	23	3	10,568	2,881	2,728	81
84	Peoria, Decatur & Evansville				1,846				1,879	32	23	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis				10,409	1,000	549	549	10,851	3,562	3,026	87
89	Quincy, Omaha & Kansas City				137				146	14		89
90	Rock Island & Peoria				452				471	201	115	90
91	St. Louis, Alton & Terre Haute				2,184				2,225	55	33	91
98	St. Louis, Chicago & St. Paul				824				838	815	15	98
100	St. Louis & Peoria				201				203	3		100
101	Terminal Railroad Association of St. Louis				6				32	32		101
103	Terre Haute & Indianapolis (*)											103
104	St. Louis, Vandalia & Terre Haute				2,196				2,246	79	39	104
105	Terre Haute & Peoria				513				531	27	12	105
106	East St. Louis & Carondelet (O. & F.)				26				52	2		106
107	Toledo, Peoria & Western				877				918	115	26	107
108	Toledo, St. Louis & Kansas City	350			1,560	1,352			1,621	62	522	108
109	Wabash				12,373				12,791	2,012	2,961	109
110	Wabash, Chester & Western				101				105	8	5	110
111	Wisconsin Central				5,956				6,069	1,976	2,066	111
	Totals	11,959	1,325	3,332	276,700	12,957	2,879	2,536	285,035	75,513	84,723	

(*) Inserted to show relation of following subsidiary lines.

TABLE XI.—*Rails, Ties, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois, for year ending June 30, 1894.*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
		Rails.			Ties.				Ballast.						
		Iron.	Steel.												
	Name of Company.	Number of miles main line and branches	Number of miles main line and branches	Tons relaid during year	Number relaid during year	Average number per mile	Number of stations on road	Length of road unfenced—in miles	Miles of stone	Miles of gravel	Miles of cinders	Miles of earth	Miles of slag	Miles of sand	
1	Atchison, Topeka & Santa Fé (1)														1
2	Chicago, Santa Fé & California		277.79	1,936.14	140,376	2,992	72	28.00		226.54	1.62	46.33	3.30		2
3	Atchison, Topeka & Santa Fé in Chicago		5.20						5.20						3
4	Mississippi River Railroad Toll Bridge		.51												4
5	Baltimore & Ohio (1)														5
6	Baltimore & Ohio & Chicago		8.85		5,500	3,000	3			8.85					6
7	Baltimore & Ohio Southwestern (5)	6.00	369.52			3,000	72		42.00	77.00	46.00	200.52			7
8	Belt Railway of Chicago			20.00	6,950	3,000	12	7.16					1.56		8
9	Centralia & Chester		46.60												9
10	Chicago & Alton	.80	542.73	2,145.61	185,432	3,000	113		255.33	118.13	151.83	55.74			10
11	Joliet & Chicago		37.20			3,000	6		.82	31.66	4.72				11
12	Mississippi River Bridge		.65			3,000									12
13	Chicago & Calumet Terminal		22.63	1.52	3,603	2,800		12.38						27.38	13
14	Chicago & Eastern Illinois	11.36	244.13	226.57	44,626	3,000	53			244.13		11.36			14
15	Chicago & Western Indiana		48.58	81.00	8,146	3,000	18	7.50	18.84	7.04	3.64		17.35	1.71	15
16	Evansville, Terre Haute & Chicago		5.48												16
18	Chicago & Grand Trunk		21.88		11,299	2,750	15			11.88			10.00		18
19	Grand Trunk Junction		3.90			2,640	5			3.90					19
20	Chicago & Illinois Southern	.41				2,640									20
21	Chicago & Indiana State Line		3.04			2,600		6.10		6.10					21
22	Chicago & Northwestern	23.68	570.29	3,619.50	250,546	2,800	157			593.97					22
23	Chicago & Northern Pacific		42.58	115.34	5,245	3,000	40	29.83	10.80	31.78					23
24	Chicago & South Side Rapid Transit		8.56			3,168	22								24
25	Chicago & Texas		55.00	127.50	18,975	2,640	14	13.00	9.00		33.40	4.60	8.00		25

26	Chicago, Burlington & Northern			93 52		22,769	3,000	15	20.88		29.80	18.26	42.96		2.50	26
27	Chicago, Burlington & Quincy	126.14	675.93	4,226.15		374,883	3,000	165	92.42	32.54	423.60	116.97	200.70	3.66	12.77	27
28	Chicago & Iowa		101.94			18,455	3,000	20	5.10		100.62					28
29	Galesburg & Rio		12.22			5,078	3,000	3	1.33		11.95					29
30	Illinois Valley & Northern		58.73			6,415	3,000	11	5.68		19.00	26.93	10.39			30
31	Illinois Western	.28	1.55				2,640	1	1.83				1.83			31
32	Quincy, Alton & St. Louis	34 77	11.37				2,640		.51	1.02		2.41	41.63			32
33	St. Louis, Rock Island & Chicago	11.83	271.87			92,691	2,640	64	69.55		134.83	45.77	86.83		9.20	33
34	Chicago, Milwaukee & St. Paul	7.78	312.30		750.00	93,898	2,640	120		253.95	2.32	10.50	17.00	34.31		34
35	Chicago, Rock Island & Pacific		189.48		2,289.17	97,533	2,640	40			189 48					35
36	Peoria & Bureau Valley		46.70				2,640									36
37	Chicago Great Western		146.73			75,537	3,000	34		15.73	118.00		13.00			37
38	Chicago Union Transfer (5)		15.36													38
39	Cleveland, Cincinnati, Chicago & St. Louis		479.23		1,797.00	231,326	3,033	103	62.60	5.00	293.00	11.00	170.23			39
40	Kankakee & Seneca	16.50	25.58			13,979	3,033	12					42.08			40
41	Peoria & Eastern		122.84		805.50	70,180	3,033	26		117.50			5.34			41
42	DePue, Ladd & Eastern		3.50								3.50					42
43	East St Louis Connecting		3.36		250.08	7,581	2,640					3.36				43
44	Elgin, Joliet & Eastern		159.20		20.02	18,146	3,000	31			159.20					44
45	Fulton County Narrow Gauge	61.00				15,229	2,700	6	6.00				61.00			45
46	Illinois Central		705.50		4,087.32	603,241	2,950	185	85.18	337.50	224.38	27.21	116.61			46
47	Blue Island		3.96				3,000	7	3 66		3.96					47
48	Chicago, Havana & Western	45.67	85.95				3,000	31	116.52				131.62			48
49	Chicago, Madison & Northern		139.99				3,000	42	20.06		139.99					49
50	Chicago & Springfield		111.47				3,000	32	18.81	10.24	43.09	22.50	35.64			50
51	Dunleith & Dubuque Bridge		.17													51
52	Kankakee & Southwestern	23.36	107.96				3,000	37	14.31	35.34	24 70		71.22			52
53	Mound City		2.87									2.87				53
54	Rantoul	13.23	52.98				3,000	22	61.42				66.21			54
55	South Chicago		4.76				3,000	9	4.76		4.76					55
56	St. Charles Air Line		.76													56
57	Indiana & Illinois Southern	56.00				10,862	2,640	8	38.20		.50	1.40	50.70		3.40	57
58	Indianapolis, Decatur & Western		75.76			46,392	3,000	14	5.00		33.26	4.22	38.28			58
59	Indiana, Illinois & Iowa		68.68		183.54	35,192	2,992	17		5.35	8.10	12.50	31.73		11.00	59
60	Iowa Central		88.66			36,461	2,800	20			3.26	7.98	62.93	8 84	5.64	60
62	Jacksonville Southeastern		281.13		3,500.00	90,047	2,900	40	3.00		1.00	5.00	172.73		30.00	62
63	Jacksonville, Louisville & St. Louis (4)		112.30				2,900									63
64	Lake Street Elevated		6 38				2,640	36		(3)						64
65	Lake Erie & Western		118.60			59,678	2,700	26	10.07		28.10	2.50	88.00			65
66	Lake Shore & Michigan Southern		14.02			5,854	2,640	7	.27		7.33	6.69				66
67	LaSalle & Bureau County		6.35						.49			6.35				67
68	Louisville & Nashville (1)															68
69	Southeast & St. Louis	40.96	139.45			51,989	2,816	70			79.00	11.00	90.41			69
70	Louisville, Evansville & St. Louis Consol		150.27			62,647	2,900	35	50.50	2.73	7.83	25.58	114.13			70
71	Madison, Illinois & St. Louis		8.82			703	2,600					8.82				71
72	Michigan Central		6.07		79.00	15,842	2,700	13			6.07					72
73	Joliet and Northern Indiana		29.00				2,700	6		29.00						73
74	Mobile & Ohio (1)															74
75	St. Louis & Cairo		160.60			83,106	2,880	29	107.50	23.79	61.53		62.78			75

Table XI—Concluded.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
	Name of Company.	Rails. Iron. Number of miles—main line and branches	Rails. Steel. Number of miles—main line and branches	Rails. Steel. Tons relaid during year	Ties. Number relaid during year	Ties. Average number per mile	Number of stations on road	Length of road unfenced—in miles	Ballast. Miles of stone	Ballast. Miles of gravel	Ballast. Miles of cinders	Ballast. Miles of earth	Ballast. Miles of slag	Ballast. Miles of sand	
76	New York, Chicago & St. Louis (1)					3,000	3	.50		8.44	1.52				76
77	Chicago & State Line		9.96												77
78	Pawnee (5)	4.00	5.00												78
79	Pennsylvania Co (1)														79
80	Calumet River		4.43			2,816		4.43						4.43	80
81	Pittsburgh, Ft. Wayne & Chicago		16.32	85.05	12,561	2,816	10	9.80	13.05	1.57	1.70				81
82	South Chicago & Southern		10.25		3,850	2,816	2	1.30	2.20	3.20	3.80			1.05	82
83	Peoria & Pekin Union (5)		18.01												83
84	Peoria, Decatur & Evansville		195.55	104.50	96,025	3,000	82	39.43		4.00	6.00	259.38	3.00	1.30	84
85	Chicago & Ohio River	78.91	6.51												85
86	Peoria Terminal		3.07										1.07	2.00	86
87	Pittsburgh, Cincinnati, Chicago & St. Louis		27.99	11.80	21,046	2,800	12	5.44	.28	24.21	1.54			1.96	87
88	Englewood Connecting		2.35			2,800		2.35			.76			1.59	88
89	Quincy, Omaha & Kansas City (2)														89
90	Rock Island & Peoria		113 00	618.00	24,067	2,800	25			108.00		5.00			90
91	St. Louis, Alton & Terre Haute		14.40	200.00	85,185	2,800	5	13.30	13.30		.30		.80		91
92	Belleville & Carondelet		17.30			2,800	2					17.30			92
93	Belleville & Eldorado		50.20			2,800	10					50.20			93
94	Belleville & Southern Illinois		56.40			2,800	9		12.19		4.50	37.71	2.00		94
95	Chicago, St Louis & Paducah		53.50			2,800	13		9.00	1.10	7.70	35.70			95
96	St. Louis Southern		33.00			2,800	14					33.00			96
97	Carbondale & Shawneetown		17.50			2,800						17.50			97
98	St. Louis, Chicago & St. Paul		95.00		31,159	2,640	28	11.00	11.50			83.50			98
99	St. Louis & Eastern		12.41			2,700						12.41			99
100	St. Louis & Peoria		13.80			2,600	2	14.00			4.00	9.51			100
101	Terminal Railroad Association of St. Louis		.67	47.00	7,044						.67				101
102	St. Louis Bridge		.85												102
103	Terre Haute & Indianapolis (1)														103

104	St. Louis, Vandalia & Terre Haute	.....	158.30	383.01	46,945	2,640	41	48.30	158.30	.....	.....	.....	.....	.....		104
105	Terre Haute & Peoria	.....	137.60	.....	96,454	2,640	46	.....	.....	.60	12.28	124.72	.....	.....		105
106	East St. Louis & Carondelet	3.22	8 79	.....	.....	2,640	1	.....	.....	.....	.....	12.01	.....	.....		106
107	Toledo, Peoria & Western	5.00	225.10	532.72	95,815	2,800	51	65.35	.....	2.00	7.00	221.10	.....	.....		107
108	Toledo, St. Louis & Kansas City	.....	179.49	.....	27,565	2,640	39	39.50	.....	113 94	.....	54.82	.....	10.73		108
109	Wabash	11.80	647.80	.....	410,080	3,000	185	252.70	41.70	278.50	152.10	176.30	.....	3.50		109
110	Wabash, Chester & Western	1.25	63.58	.....	5,610	2,700	17	.....	.....	.....	.....	64.83	.....	.....		110
111	Wisconsin Central	.....	45 66	47.58	24,088	3,000	28	.....	.....	53.30	.....	.....	.....	.....		111
	Total	581.95	9,772 72	82,290 62	3,823,910	2,747	2,492	1,368.82	1,473.20	4,121.50	821.50	3,318.82	92 82	124.76		

(1) Inserted to show relation of following subsidiary lines.
(2) Terminals at Quincy, Ill., 4.36 miles.
(3) Elevated Street Railroad.
(4) Operated as part of J. S. E. Line until May 16, 1894.
(5) Unofficial.

TABLE XI.—*Rails, Ties, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois*—Concluded.

	Name of Company.	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
		Bridges.					Trestles.		Overhead Highway Crossings.			Overhead Railway Crossings.				
		No. of stone	No of iron	No. of wooden	No. of combination	Aggregate length in feet	Number	Aggregate length in feet	No. of bridges	No. of conduits	No. of trestles	No. of bridges	No. of conduits	No. of trestles	No. of grade highway crossings	
1	Atchison, Topeka & Santa Fé (1)															1
2	Chicago, Santa Fé & California		14	18		6,594.70	294	36,198.10	2		6	3		1	328	2
4	Mississippi River Railroad Toll Bridge		1			3,280.80										4
5	Baltimore & Ohio (1)															5
6	Baltimore & Ohio & Chicago		1			155.10									31	6
8	Belt Railway of Chicago		10			859.01	2	5,529.60								8
9	Centralia & Chester			65		3,797.00									57	9
10	Chicago & Alton	86	165	142	1	16,523.00	337	15,070.00	20			5			597	10
11	Joliet & Chicago		31	43		1,937.00			8				3		60	11
12	Mississippi River Bridge		1			3,332.00										12
13	Chicago & Calumet Terminal		3			505.00	7	1,145.00							25	13
14	Chicago & Eastern Illinois	24	34			5,666.00	171	8,808.00	1		1				328	14
15	Chicago & Western Indiana		2			379.00	3	364.00	3						126	15
18	Chicago & Grand Trunk		3			298.00	8	182.00							53	18
19	Grand Trunk Junction														18	19
21	Chicago & Indiana State Line			2		300.00										21
22	Chicago & Northwestern	5	61	15	3	9,815.00	202	18,331.00	38	5	3	5			745	22
23	Chicago & Northern Pacific		2	1		483.00	5	1,046.00	7						150	23
24	Chicago & South Side Rapid Transit (2)															24
25	Chicago & Texas				5	1,080.00	37	4,181.00	1						36	25
26	Chicago, Burlington & Northern		2	6		1,374.00	89	12,852.00	12			1			61	26
27	Chicago, Burlington & Quincy		68	778	1	73,350.60			19		14	4		3	1,209	27
28	Chicago & Iowa		5	134		7,790.00	*								75	28
29	Galesburg & Rio		2	8		1,438.00	*								14	29
30	Illinois Valley & Northern		2	108		13,621.00	*				1			1	54	30
32	Quincy, Alton & St. Louis			35		3,678.00	58	2,035.00							44	32
33	St. Louis, Rock Island & Chicago		5	365	3	37,941.90	*				7			2	353	33
34	Chicago, Milwaukee & St. Paul		26	25	1	11,460.00	459	23,576.00	1		8	2	1	2	469	34
35	Chicago, Rock Island & Pacific		106	138	2	10,630.00	107	3,741.00	4		2	4		1	277	35

37	Chicago Great Western		7	1		1,715.00	186	19,251.00			7				124	37
39	Cleveland, Cincinnati, Chicago & St. Louis.	129	81	96	12	6,397 11	356	39,371.00	4		2	2			612	39
40	Kankakee & Seneca	2	4	1	2	1,808.00	27	2,560.00							42	40
41	Peoria & Eastern	3	12			2,365.00	60	6,048.00	1						202	41
43	East St. Louis Connecting				2	200.00										43
44	Elgin, Joliet & Eastern		23	9		2,682.00	161	27,208.00			2	2			145	44
45	Fulton County Narrow Gauge				3	350.00	92	10,935.00			2				62	45
46	Illinois Central	597	65	25	1	15,785.00	303	17,798.00	3		24	1		2	847	46
47	Blue Island						1	42.00							17	47
48	Chicago, Havana & Western		2	2		457.00	206	1,066.70							161	48
49	Chicago, Madison & Northern	10	28	3		4,348.00	198	15,126.00			39	2			154	49
50	Chicago & Springfield	1	2			537.00	114	6,520.00			1				187	50
51	Dunlieth & Dubuque Bridge		1			880.00										51
52	Kankakee & Southwestern		2	1		359.00	225	12,710.00							148	52
54	Rantoul						77	3,663.00							101	54
55	South Chicago						3	60.00							25	55
57	Indiana & Illinois Southern		2			946.10	105	6,307.00							86	57
58	Indianapolis, Decatur & Western		1		8	2,020.00	197	15,396 00	6					1	82	58
59	Indiana, Illinois & Iowa			1		416.00	70	4,775 00	1						71	59
60	Iowa Central		3			1,248.00	168	16,047.00	3					2	102	60
62	Jacksonville Southeastern			4		420.50	245	32,706.00			2	1				62
64	Lake Street Elevated (2)															64
65	Lake Erie & Western	7	3	1		432.00	132	14,839.00							131	65
66	Lake Shore & Michigan Southern		1			169.00			2						58	66
67	LaSalle & Bureau County						1	104.00							6	67
68	Louisville & Nashville (1)															68
69	Southeast & St Louis		2		2	1,266.60	140	13,801.20	2		2				204	69
70	Louisville, Evansville & St. Louis Con		3	2	3	1,292.80	239	18,562.00	6			1			141	70
72	Michigan Central		1	1		396.00	1	251 00							7	72
73	Joliet & Northern Indiana			15		551.00	15	551.00							42	73
74	Mobile & Ohio (1)															74
75	St. Louis & Cairo		8			982.00	264	18,592.00	1						164	75
76	New York Chicago & St. Louis (1)															76
77	Chicago & State Line		1			140.00	7	175.00							5	77
79	Pennsylvania Co (1)															79
80	Calumet River		1	1		56.04	1	548.00							4	80
81	Pittsburg, Ft. Wayne & Chicago		4			433.60	2	250.00	7						64	81
82	South Chicago & Southern		2			229.50	3	285.00							16	82
84	Peoria, Decatur & Evansville		4			952.00	381	28,785.00			1				242	84
87	Pittsburg, Cincinnati, Chicago & St. Louis		3			380.00	3	392.00	11						84	87
88	Englewood Connecting														18	88
90	Rock Island & Peoria		3	97	4	9,917.00									189	90
91	St. Louis, Alton & Terre Haute		1			57.00	24	2,135.00							37	91
92	Belleville & Carondelet						24	2,135.00							18	92
93	Belleville & Eldorado						95	9,010.00							43	93
94	Belleville & Southern Illinois		1			260.00	55	3,342.00							62	94
95	Chicago, St. Louis & Paducah		1	13		929.00					2				55	95
96	St. Louis Southern				3	345.00	66	9,991.00							40	96
97	Carbondale & Shawneetown														13	97
98	St. Louis, Chicago & St. Paul				5	485.00	204	13,540.00		4						98
100	St. Louis & Peoria			18		3,417.09			3						25	100

TABLE XI.—*Rails, Ties, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois*—Concluded.

	Name of Company.	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
		Bridges.					Trestles.		Overhead Highway Crossings.			Overhead Railway Crossings.				
		No. of stone	No. of iron	No. of wooden	No. of combination	Aggregate length in feet	Number	Aggregate length in feet	No. of bridges	No. of conduits	No. of trestles	No. of bridges	No. of conduits	No. of trestles	No. of grade highway crossings	
101	Terminal Railroad Association of St. Louis	1	3	4	.....	1,719.11	1	1,882.40	.....	.....	.....	.....	.....	.....	.....	101
102	St. Louis Bridge	.....	1	.....	.....	2,107.48	1	1,882.00	.....	.....	.....	.....	.....	.....	.....	102
103	Terre Haute & Indianapolis (1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. Louis, Vandalia & Terre Haute	1	3	2	.....	1,170.00	70	9,410.00	9	.....	.....	.....	.....	.....	116	104
105	Terre Haute & Peoria	.....	2	.....	.....	349 00	173	13,4*5.00	1	.....	.....	.....	.....	.....	.....	105
106	East St. Louis & Carondelet.	.....	.....	.....	.....	.....	3	579.00	1	.....	.....	.....	.....	.....	12	106
107	Toledo, Peoria & Western	6	46	23	1	3,737.08	....	.....	.....	.....	.....	.....	.....	.....	308	107
108	Toledo, St. Louis & Kansas City	.....	2	7	.....	1,099.09	143	29,722.00	.....	.....	6	.....	.....	.....	202	108
109	Wabash	14	36	14	.....	10,328.30	1,334	58,743 00	.....	.....	2	1	.....	1	15	109
110	Wabash, Chester & Western	.....	4	.....	....	250.00	100	9,650.00	.....	.....	.....	.....	.....	.....	33	110
111	Wisconsin Central.	.....	2	1	.....	508,60	45	2,899.00	.....	.....	.....	.....	.....	.....	61	111
	Totals	886	936	2,215	62	305,210.70	8,600	635,260.80	177	9	134	24	4	16	10,688	

(1) Inserted to show relation of following subsidiary lines.
(2) Elevated street railroad. A continuous iron bridge 8.56 miles in length.
* Included in "Wooden Bridges."

TABLE XII.—*Consumption of Fuel by Locomotives in Tons, in Illinois, for year ending June 30, 1894.*

	1	2	3	4	5	6	7	8	9	10	11	12	13	
		PASSENGER.						FREIGHT.						
	NAME OF COMPANY.	Coal—Tons.	WOOD—CORDS. Hard.	WOOD—CORDS. Soft.	Total fuel consumed—Tons.	Miles run.	Av. pounds consumed per mile...	Coal—Tons.	WOOD—CORDS. Hard.	WOOD—CORDS. Soft.	Total fuel consumed—Tons.	Miles run.	Average pounds consumed per mile.	
1	Atchison, Topeka & Santa Fé(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Chicago, Santa Fé & California	47,814	1,192	.....	48,609	613,675	106.00	88,799	2,214	.....	90,275	1,566,139	115.00	2
5	Baltimore & Ohio(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Baltimore & Ohio & Chicago	1,485	.....	10	1,504	45,655	65.89	2,424	.....	22	2,467	39,507	124.87	6
10	Chicago & Alton	64,151	1,534	.....	65,174	1,722,400	75 67	100,953	1,742	.....	102,114	1,944,690	105 01	10
14	Chicago & Eastern Illinois	31,416	486	.....	31,740	791,265	80.23	49,201	674	.....	49,651	870,908	114.02	14
18	Chicago & Grand Trunk	5,959	.....	.....	5,959	162,091	73.52	8,252	.....	.....	8,252	166,378	99.20	18
22	Chicago & Northwestern	122,614	1,188	2,412	124,612	3,321,360	75.04	209,731	1,287	2,930	212,044	3,830,362	110.72	22
23	Chicago & Northern Pacific	4,967	.....	91	5,013	.....	.....	.....	.....	.....	.....	.....	.....	23
24	Chicago & South Side Rapid Transit	34,581	.....	.....	34,581	1,734,159	39.88	.....	.....	.....	.....	.....	.....	24
25	Chicago & Texas	1,450	.....	.....	1,450	47,967	61.00	3,312	.....	.....	3,312	79,923	84.00	25
27	Chicago, Burlington & Quincy(2)	161,012	1,275	1,275	163,548	4,859,129	67.34	490,143	3,018	3,017	496,164	9,335,409	106.30	27
34	Chicago, Milwaukee & St. Paul	16,763	.....	397	16,962	440,888	76.94	28,118	.....	667	28,451	743,669	76.52	34
35	Chicago, Rock Island & Pacific	48,007	1,057	.....	48,711	1,355,913	71.85	92,814	1,650	.....	93,913	2,209,065	85.03	35
37	Chicago Great Western	15,564	264	.....	15,696	352,525	89.05	38,141	557	.....	38,419	587,716	130.74	37
39	Cleveland, Cincinnati, Chicago & St. Louis	46,242	407	.....	46,513	1,225,861	75.88	86,980	786	.....	87,504	1,509,389	115.95	39
40	Kankakee & Seneca	49	1	.....	50	990	100.34	3,230	21	.....	3,244	75,462	85.98	40
41	Peoria & Eastern	9,432	148	.....	9,530	257,568	74.00	24,287	389	.....	24,547	338,101	145.20	41
44	Elgin, Joliet & Eastern	1,997	13	.....	2,006	34,714	115.55	37,582	722	.....	38,065	518,252	146.89	44
45	Fulton County Narrow Gauge	702	32	.....	723	39,894	37.00	1,170	30	.....	1,190	38,186	62 00	45
46	Illinois Central	150,058	5,385	.....	153,648	4,725,038	67.15	314,911	9,457	.....	321,215	5,090,730	126.19	46
57	Indiana & Illinois Southern	659	.....	.....	659	33,858	39.00	1,988	.....	.....	1,988	31,539	123.00	57
58	Indianapolis, Decatur & Western	3,436	.....	.....	3,436	146,993	46.75	3,215	.....	.....	3,215	73,998	86.89	58
59	Indiana, Illinois & Iowa	.....	.....	.....	.....	.....	.....	16,470	129	.....	16,556	372,596	88.87	59
60	Iowa Central	3,379	155	.....	3,282	126,156	53.62	12,899	209	.....	13,038	282,365	92.34	60
62	Jacksonville Southeastern	11,650	.....	.....	11,650	470,213	49.55	28,950	.....	.....	28,950	737,488	78.50	62
63	Jacksonville, Louisville & St. Louis	200	.....	.....	200	15,038	.....	257	.....	.....	257	10,800	.....	63
64	Lake Street Elevated	4,565	.....	.....	4,565	328,164	27.21	.....	.....	.....	.....	.....	.....	64
65	Lake Erie & Western	4,016	255	.....	4,186	200,512	41.75	14,022	297	.....	14,220	233,689	121.70	65
66	Lake Shore & Michigan Southern	4,642	41	.....	4,669	135,645	68 84	3,797	15	.....	3,807	80,466	94.62	66
68	Louisville & Nashville(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Southeast & St. Louis	10,723	.....	95	10,770	267,580	80.50	28,602	.....	227	28,716	466,689	123.06	69
70	Louisville, Evansville & St. Louis Cons.	10,834	33	.....	10,856	234,664	92.34	14,371	44	.....	14,400	224,932	127.78	70

72	Michigan Central	6,000	.....	.....	6,000	210,010	57.14	7,455	.....	.....	7,455	223,651	66.67	72
74	Mobile & Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
75	St. Louis & Cairo	6,284	.....	47	6,307	283,473	44.50	28,345	.....	214	28,451	588,298	96.66	75
76	New York, Chicago & St. Louis	5,470	41	.....	5,497	179,411	61.28	4,121	25	.....	4,138	51,481	150.76	76
79	Pennsylvania Co(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
81	Pittsburgh, Ft. Wayne & Chicago	3,362	62	.....	3,403	108,806	62.55	6,691	114	.....	6,766	137,750	98.24	81
82	South Chicago & Southern	850	24	.....	866	28,187	61.25	562	16	.....	573	10,031	114.20	82
84	Peoria, Decatur & Evansville	7,202	200	.....	7,335	305,182	48.06	18,937	233	.....	19,092	342,433	111.58	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	3,856	60	.....	3,896	112,204	69.46	10,261	113	.....	10,336	172,897	119.57	87
90	Rock Island & Peoria	2,544	96	.....	2,608	127,791	40.82	14,193	232	.....	14,348	275,358	104.21	90
91	St. Louis, Alton & Terre Haute	10,021	270	.....	10,201	331,204	61.59	29,416	492	.....	29,744	569,343	104.48	91
100	St. Louis & Peoria	.....	.....	.....	.....	.....	.....	1,040	.....	.....	1,040	31,300	66.66	100
103	Terre Haute & Indianapolis(1)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
104	St. Louis, Vandalia & Terre Haute	26,960	1,093	.....	27,689	745,787	74.30	39,151	1,495	.....	40,148	74,430	107.80	104
105	Terre Haute & Peoria	7,256	322	.....	7,471	226,669	65.90	14,875	524	.....	15,225	272,482	111.70	105
107	Toledo, Peoria & Western	8,540	.....	364	8,722	362,230	48.16	26,962	.....	926	27,425	640,936	85.58	107
108	Toledo, St. Louis & Kansas City	7,700	.....	.....	7,700	203,984	75.49	16,740	.....	.....	16,740	280,112	119.52	108
109	Wabash	58,266	1,050	.....	59,318	1,742,840	68.00	119,754	2,104	.....	121,858	2,325,971	104.00	109
110	Wabash, Chester & Western	1,314	.....	.....	1,314	55,740	47.15	1,962	13	.....	1,981	53,415	74.17	110
111	Wisconsin Central	7,015	147	.....	8,013	221,849	96.68	8,935	195	.....	9,064	293,369	102.10	111
	Totals	981,807	16,833	4,691	996,642	29,235,262	61.52	2,057,009	28,797	8,003	2,080,336	37,801,675	104.84	

(1) Inserted to show relation of following subsidiary lines.
(2) East of Missouri River.

TABLE XII.—*Consumption of Fuel by*

	Name of Company.	14	15	16	17	18	19
		SWITCHING.					
		Coal—Tons.	Wood—Cords. Hard.	Wood—Cords. Soft.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile
1	Atchison, Topeka & Santa Fe (*)	.....	.....	.....	.....	.....	.....
2	Chicago, Santa Fé & California	22,918	701	.....	23,385	581,100	80.00
5	Baltimore & Ohio (*)	.....	.....	.....	.....	.....	.....
6	Baltimore & Ohio & Chicago	729	.....	.....	729	14,420	100.82
8	Belt Railway of Chicago	24,554	128	.....	24,639	492,950	99.62
10	Chicago & Alton	20,396	619	.....	20,809	693,311	60.02
14	Chicago & Eastern Illinois	20,096	275	.....	20,280	355,284	114.16
15	Chicago & Western Indiana	8,648	54	.....	8,684	364,016	47.71
18	Chicago & Grand Trunk	2,167	.....	.....	2,167	90,305	47.97
22	Chicago & Northwestern	67,996	909	1,804	69,504	2,380,261	58.40
23	Chicago & Northern Pacific	.....	.....	.....	.....	.....	.....
24	Chicago & South side Rapid Transit	.....	.....	.....	.....	.....	.....
25	Chicago & Texas	.....	.....	.....	.....	.....	.....
26	Chicago, Burlington & Northern	.....	.....	.....	.....	.....	.....
27	Chicago, Burlington & Quincy (†)	95,044	591	591	96,224	3,543,377	54.31
34	Chicago, Milwaukee & St. Paul	8,111	.....	192	8,207	220,534	74.43
35	Chicago, Rock Island & Pacific	37,024	1,360	.....	37,930	1,699,380	44.64
37	Chicago Great Western	7,173	175	.....	7,261	184,370	78.76
39	Cleveland, Cincinnati, Chicago & St. Louis	29,802	264	.....	29,978	841,487	71.25
40	Kankakee & Seneca	.....	.....	.....	.....	.....	.....
41	Peoria & Eastern	3,532	56	.....	3,569	76,070	93.83
43	East St. Louis Connecting	6,263	.....	.....	6,263	.....	.....
44	Elgin, Joliet & Eastern	8,139	211	.....	8,279	245,542	67.44
45	Fulton County Narrow Gauge	.....	.....	.....	.....	.....	.....
46	Illinois Central	53,268	1,819	.....	54,480	2,426,251	44.90
57	Indiana & Illinois Southern	.....	.....	.....	.....	.....	.....
58	Indianapolis, Decatur & Western	1,720	.....	.....	1,720	56,235	61.19
59	Indiana, Illinois & Iowa	3,794	15	.....	3,803	127,028	59.88
60	Iowa Central	2,004	32	.....	2,026	39,685	102.11
62	Jacksonville Southeastern	3,086	.....	.....	3,086	172,134	35 85
63	Jacksonville, Louisville & St. Louis	.....	.....	.....	.....	.....	.....
64	Lake Street Elevated	.....	.....	.....	.....	.....	.....
65	Lake Erie & Western	2,140	115	.....	2,217	90,398	49.05
66	Lake Shore & Michigan Southern	20,233	276	.....	20,417	670,222	60.93
68	Louisville & Nashville (*)	.....	.....	.....	.....	.....	.....
69	Southeast & St. Louis	8,029	.....	57	8,057	284,148	56.70
70	Louisville, Evansville & St. Louis Consolidated	3,087	6	.....	3,091	81,604	75.65
72	Michigan Central	6,378	.....	.....	6,378	382,708	33.33
74	Mobile & Ohio (*)	.....	.....	.....	.....	.....	.....
75	St. Louis & Cairo	3,835	.....	.....	3,835	225,594	34 02
76	New York, Chicago & St. Louis	9,596	49	.....	9,628	284,022	67.80
79	Pennsylvania Co. (*)	.....	.....	.....	.....	.....	.....
81	Pittsburgh, Ft. Wayne & Chicago	2,002	30	.....	2,022	73,450	55.06
82	South Chicago & Southern	.....	.....	.....	.....	.....	.....
84	Peoria, Decatur & Evansville	3,005	.....	.....	3,005	80,218	74.92
89	Pittsburgh, Cincinnati, Chicago & St. Louis	2,247	85	.....	2,303	67,386	68.36
90	Rock Island & Peoria	1,446	25	.....	1,463	86,720	33.74
91	St. Louis, Alton & Terre Haute	7,371	225	.....	7,521	257,348	58.45
100	St. Louis & Peoria	.....	.....	.....	.....	.....	.....
101	Terminal Railroad Association of St. Louis	26,900	810	.....	27,440	.....	.....
103	Terre Haute & Indianapolis (*)	.....	.....	.....	.....	.....	.....
104	St. Louis, Vandalia & Terre Haute	5,832	401	.....	6,099	199,582	61.10
105	Terre Haute & Peoria	284	11	.....	291	21,615	26.90
107	Toledo, Peoria & Western	.....	.....	.....	.....	.....	.....
108	Toledo, St. Louis & Kansas City	3,403	.....	.....	3,403	143,670	47.36
109	Wabash	24,471	351	.....	24,822	860,827	57.00
110	Wabash, Chester & Western	.....	.....	.....	.....	.....	.....
111	Wisconsin Central	1,606	84	.....	1,682	63,079	127.27
	Totals	558,329	9,677	2,644	566,697	17,496,226	64.45

(*) Inserted to show relation of following subsidiary lines.

(†) East of Missouri River.

Locomotives in Illinois—Concluded.

20	21	22	23	24	25	26	27	28	29	30	
CONSTRUCTION.											
Coal, Tons.	Wood—Cords. Hard.	Wood—Cords. Sott.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.	Grand total fuel consumed—tons.	Grand total miles run.	Average pounds consumed per mile.	Average cost coal per ton at distributing point.	Average cost wood per cord at distributing point.	
											1
1,213	29		1,232	35,630	69.00	163,501	3,906,544	106.00	$1 70	$2 16	2
											5
						4,700	99,582	94.35	1 54	1 05	6
993	2		994	33,528	59.21	25,633	526,478	97 05	1 73	3 40	8
595	14		604	14,839	80.14	188,701	4,375,240	86.25	1 80	4 00	10
2,471			2,471	57,295	86.24	104,142	2,074,752	100.39	1 24	2 10	14
						8,648	364,016	47.71	2 35	2 20	15
182			182	3,505	103.78	16,560	422,279	78.40	2 08		18
2,109	27	54	2,154	75,243	57.25	408,314	9,607,226	85.00	1 85	2 49	22
						5,013			2 53	3 90	23
						34,581	1,734,159	39.88	5 70		24
40			40	806	99.00	4,800	128,696	75.00	90		25
						20,818	496,703	84.00	2 71	1 43	26
5,098	79		5,177	168,616	61.40	761,113	17,906,531	82.74	1 44	2 31	27
1,081		36	1,094	28,785	76.03	54,714	1,433,876	76.32	2 06	1 74	34
1,404	64		1,446	65,903	43.89	182,001	5,330,261	68.29	1 66	2 83	35
1,000	14		1,007	22,527	89.44	62,384	1,147,138	108.76	1 76	2 40	37
						163,995	3,576,737	91.70	1 30	2 00	39
						3,294	76,452	86.16	1 30	2 00	40
1,447	25		1,464	27,361	107.00	39,110	699,100	111.89	94	1 19	41
						6,263			1 05		43
818	51		852	21,752	78.34	49,200	820,260	119.95	1 37	2 47	44
						1,913	78,080	49.00	1 12	2 00	45
6,111	194		6,241	228,284	54.68	535,584	12,470,303	85.89	94	1 88	46
						2,647	65,397	81.00	90		57
26			26	811	64.16	8,397	278,037	60.40	1 28		58
						20,359	499,624	81.50	1 63	2 84	59
102			102	4,971	41.00	18,548	453,187	81.85	1 05	1 70	60
471			471	22,920	41.01	44,157	1,402,755	62.23	91		62
						457	25,838		2 50		63
						4,565	328,164	27.21	4 68		64
348	18		360	14,105	51.10	20,983	538,704	77.90	1 65	2 12	65
109			109	5,893	36.99	29,002	892,226	65.01	1 55	2 00	66
											68
477		4	479	13,999	68.48	48,022	1,032,416	93.02	94	2 25	69
70	2		71	1,900	73.68	28,419	543,100	104.44	90	1 06	70
110			110	3,100	70.97	19,943	319,469	48.67	1 80		72
											74
294			294	23,273	25.27	38,888	1,120,593	69.40	1 20	50	75
63	1		64	1,066	118.95	19,327	515,980	74.91	1 73	1 00	76
											79
360	8		365	11,265	64.81	12,557	331,271	75.81	1 38	2 17	81
						1,439	38,218	75.28	1 42	1 79	82
61			61	1,664	73.31	29,493	729,497	80 86	1 13	1 25	84
205	4		208	7,189	57.83	16,744	359,676	93.10	1 08	2 05	87
231	11		238	9,841	48.37	18,657	499,710	74.67	1 59	3 39	90
769	22		784	24,678	63.53	48,250	1,182,573	81.62	85		91
						1,040	31,300	66.66	1 10		100
						27,440			1 11	3 25	101
											103
397	18		409	16,283	50.20	74,345	1,705,457	87.10	1 20	2 18	104
75	14		84	15,357	10.90	23,071	536,123	86.60	1 20	2 00	105
716		34	733	35,662	41.11	36,880	1,038,798	71.00	1 03	1 61	107
234			234	6,380	73.26	28,078	634,145	88.55	1 03		108
						205,998	4,929,608	83.00	1 73	1 45	109
						3,295	109,155	60.66	94		110
67	2		68	2,981	46.30	18,810	527,278	98.98	1 79	3 99	111
29,747	599	118	30,228	1,017,412	64.31	3,694,829	87,632,712	80.46	$1 58	$2 21	

TABLE XIII.—*Accidents in Illinois for*

1	2	3	4	5	6	7	8	9	10	11	12	13
NAME OF COMPANY.	PASSENGERS.			EMPLOYES.			OTHERS.			TOTAL.		GRAND TOTAL.
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	
1 Atchison, Topeka & Santa Fé (1)	....	....	....	....	....	....	....	....	....	....	....	....
2 Chicago, Santa Fé & California	2	3	5	2	55	57	27	10	37	31	68	99
5 Baltimore & Ohio (1)	....	....	....	....	....	....	....	....	....	....	....	....
6 Baltimore & Ohio & Chicago	....	....	....	2	14	16	3	9	12	5	23	28
8 Belt Railway of Chicago	....	....	....	....	11	11	....	3	3	....	14	14
10 Chicago & Alton	2	....	2	2	10	12	39	23	62	43	33	76
13 Chicago & Calumet Terminal	....	....	....	1	11	12	2	5	7	3	16	19
14 Chicago & Eastern Illinois	....	26	26	5	51	56	21	47	68	26	124	150
15 Chicago & Western Indiana	....	....	....	1	5	6	4	6	10	5	11	16
17 Chicago & Erie	5	21	26	....	....	....	11	15	26	16	36	52
18 Chicago & Grand Trunk	1	....	1	2	1	3	10	8	18	13	9	22
22 Chicago & Northwestern	4	8	12	9	41	50	59	37	96	72	86	158
23 Chicago & Northern Pacific	....	7	7	3	38	41	9	34	43	12	79	91
24 Chicago & South Side Rapid Tr'sit	....	2	2	2	2	4	3	2	5	5	6	11
25 Chicago & Texas	....	....	....	....	....	....	....	1	1	....	1	1
26 Chicago, Burlington & Northern	....	1	1	2	25	27	3	6	9	5	32	37
27 Chicago, Burlington & Quincy	5	3	8	16	24	40	60	34	94	81	61	142
28 Chicago & Iowa	....	1	1	2	....	2	2	....	2	4	1	5
30 Illinois Valley & Northern	1	2	3	....	1	1	4	....	4	5	3	8
33 St. Louis, Rock Island & Chicago	....	....	....	2	10	12	5	3	8	7	13	20
34 Chicago, Milwaukee & St. Paul	....	5	5	12	10	22	19	6	25	31	21	52
35 Chicago, Rock Island & Pacific	13	13	26	2	11	13	25	8	33	40	32	72
37 Chicago Great Western	1	6	7	2	21	23	2	12	14	5	39	44
39 Cleveland, Cincinnati, Chi. & St. L.	....	4	4	1	89	90	17	18	35	18	111	129
40 Kankakee & Seneca	....	....	....	....	3	3	....	....	....	....	3	3
41 Peoria & Eastern	....	....	....	3	22	25	3	3	6	6	25	31
43 East St. Louis Connecting	....	....	....	1	3	7	....	2	2	1	5	6
44 Elgin, Joliet & Eastern	....	....	....	3	30	33	1	3	4	4	33	37
46 Illinois Central	17	94	111	34	120	154	64	63	127	115	277	392
57 Indiana & Illinois Southern	....	17	17	....	2	2	....	....	....	....	19	19
58 Indianapolis, Decatur & Western	....	....	....	....	2	2	1	1	2	1	3	4
59 Indiana, Illinois & Iowa	....	....	....	....	27	27	....	....	....	....	27	27
60 Iowa Central	....	....	....	....	24	24	1	1	2	1	25	26
62 Jacksonville Southeastern	1	....	1	....	25	25	5	2	7	6	27	33
64 Lake Street Elevated	....	....	....	....	3	3	....	....	....	....	3	3
65 Lake Erie & Western	....	....	....	....	4	4	1	....	1	1	4	5
66 Lake Shore & Michigan Southern	....	....	....	1	14	15	13	18	31	14	32	46
68 Louisville & Nashville (1)	....	....	....	....	....	....	....	....	....	....	....	....
69 Southeast & St. Louis	....	5	5	1	43	44	6	9	15	7	57	64
70 Louisville, Evansville & St. L. Con	....	3	3	2	35	37	2	11	13	4	49	53
71 Madison, Illinois & St. Louis	....	....	....	....	2	2	....	....	....	....	2	2
72 Michigan Central	....	....	....	....	2	2	2	4	6	2	6	8
74 Mobile & Ohio (1)	....	....	....	....	....	....	....	....	....	....	....	....
75 St. Louis & Cairo	....	....	....	2	41	43	1	5	6	3	46	49
76 New York, Chicago & St. Louis	1	....	1	...	43	43	3	5	8	4	48	52
79 Pennsylvania Co. (1)	....	....	....	....	....	....	....	....	....	....	....	....
81 Pittsburgh, Ft. Wayne & Chicago	....	1	1	3	21	24	3	12	15	6	34	40
82 South Chicago & Southern	12	10	30	....	5	5	1	4	5	13	27	40
84 Peoria, Decatur & Evansville	....	1	1	1	5	6	3	1	4	4	7	11
87 Pittsburgh, Cincinnati, Chi. & St. L.	....	2	2	1	42	43	5	23	28	6	67	73
89 Quincy, Omaha & Kansas City	....	....	....	....	3	3	....	....	....	....	3	3
90 Rock Island & Peoria	....	....	....	....	9	9	....	1	1	....	10	10
91 St. Louis, Alton & Terre Haute	....	....	....	2	6	8	4	3	7	6	9	15
98 St. Louis, Chicago & St. Paul	....	1	1	2	12	14	....	....	....	2	13	15
101 Terminal Railroad Ass'n of St. L.	....	....	....	1	1	2	....	1	1	1	2	3

(1) Inserted to show relation of following subsidiary lines.

the Year ending June 30, 1894.

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Kind of Accident.																		
Coupling and Uncoupling.		Falling from Trains and Engines.		Overhead Obstructions.		Collisions.		Derailments.		Other Train Accidents.		At Highway Crossings.		At Stations.		Other Causes.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
																		1
	23		4	1	1		1				2	2			1	28	36	2
																		5
	6	1	1						2		2					4	12	6
	4		1														9	8
1	7		3									3	3	1	2	38	18	10
	8		2							3	4		1				1	13
1	18	1	6			2	15		2	1	5	4	9			17	69	14
	2															5	9	15
2	11						2					3	4	1	1	10	18	17
1												7	7			5	2	18
4	19	2	11						2			16	14	5	5	45	34	22
1	13		5		7		3	5	2	3	2	4	7	1	3	2	33	23
	1						1								2	5	2	24
											1							25
1	5		2				1				3					4	21	26
2	16	7	4			3	5			18	22	10	7	4	1	37	6	27
1						1				1						2		28
						3	3									2		30
1	8	1			1				1	2			1		1	3	1	33
4	3		1	1		1	3		1			5		20	13			34
	5	1				13	12		1			7	1		2	20	10	35
	3	1	6			1	8		2				2	1	12	2	6	37
	30		12		5		5		4	5	3	3	10	10	28		14	39
				2					1									40
	8		3	1	1	2	3					1		1	10	1		41
	3															1	2	43
1	15		2							2	2		1	1			13	44
6	50	6	11	2	2	13	69	7	5			6	12	1	13	74	115	46
									19									57
	1															1	2	58
	8		5								6						8	59
	8		3				2				1					1	11	60
	17								1							6	9	62
			1														2	64
	4											1						65
	7						2		1				7	1		13	15	66
																		68
1	6						1		4				3			6	48	69
	7		3		2		1		8	3	2		4		14	1	8	70
	1																1	71
	1		1													2	4	72
																		74
1	14		4			1	3		2			1	1		1		21	75
	8		4		1						1	1	1	2	2	1	31	76
																		79
1	6	1	2									1	2		1	3	23	81
	1					12	26											82
	3															4	4	84
1	20		7		3		1					1	11			4	25	87
	3																	89
	4		1				1								1		3	90
1	4	1			1											4	4	91
	2							1	2	1	3						6	98
										1	2							101

Table XIII.—

	1	2	3	4	5	6	7	8	9	10	11	12	13
	Name of Company.	Passengers.			Employes.			Others.			Total.		Grand Total
		Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	
103	Terre Haute & Indianapolis (1)	....	....	....	....	..	....	....	....	....	....	....	....
104	St. L., Vandalia & Terre Haute	....	1	1	....	19	19	7	8	15	7	28	35
105	Terre Haute & Peoria	....	1	1	....	12	12	1	2	3	1	15	16
107	Toledo, Peoria & Western	....	....	....	1	7	8	1	2	3	2	9	11
108	Toledo, St. Louis & Kansas City	....	....	....	2	19	21	4	8	12	6	27	33
109	Wabash	....	28	28	6	17	23	15	30	45	21	75	96
110	Wabash, Chester & Western	....	....	....	....	2	2	....	1	1	....	3	3
111	Wisconsin Central	....	1	1	....	6	6	4	3	7	4	10	14
	Totals	65	258	323	134	1,057	1,191	475	512	987	674	1,827	2,501

(1) Inserted to show relation of following subsidiary lines.

Concluded.

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Kind of Accident.																		
Coupling and Uncoupling.		Falling from Trains and Engines.		Overhead Obstructions.		Collisions.		Derailments.		Other Train Accidents.		At Highway Crossings.		At Stations.		Other Causes.		
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
.....	9	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	1	6	13	104
.....	6	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	6	105
.....	5	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	8	107
.....	5	.....	2	.....	.....	.....	.....	.....	.....	3	8	1	2	.....	.....	2	10	108
1	7	.....	1	1	1	.....	2	.....	27	12	20	2	1	.....	.....	5	16	109
.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	110
.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	7	111
32	418	22	114	9	26	53	171	13	68	55	89	80	113	51	115	359	713	

Table XIV.—*Taxes Paid in Illinois.*

	1	2	3	4	
	Name of Company.	1892	1893	1894	
1	Atchison, Topeka & Santa Fé (1)	.....	.....	.....	1
2	Chicago, Santa Fé & California	$97,049 82	$99,436 16	$92,273 39	2
5	Baltimore & Ohio (1)	.....	.....	.....	5
6	Baltimore & Ohio & Chicago	15,222 75	20,600 77	24,305 17	6
8	Belt Railway of Chicago	33,300 00	48,000 00	54,000 00	8
10	Chicago & Alton	205,459 72	208,679 80	214,534 59	10
13	Chicago & Calumet Terminal	6,918 91	8,287 22	7,139 18	13
14	Chicago & Eastern Illinois	75,750 01	94,411 51	96,350 97	14
15	Chicago & Western Indiana (2)	.....	.....	90,433 20	15
17	Chicago & Erie (3)	.....	.....	.....	17
18	Chicago & Grand Trunk	49,902 78	76,693 90	80,697 63	18
21	Chicago & Indiana State Line	3,088 65	3,974 39	2,898 25	21
22	Chicago & Northwestern	238,626 94	246,782 10	242,567 29	22
23	Chicago & Northern Pacific	33,684 70	40,526 02	(7)90,280 43	23
24	Chicago & South Side Rapid Transit	.....	.....	4,700 64	24
25	Chicago & Texas	6,765 61	4,244 30	5,319 90	25
26	Chicago, Burlington & Northern	22,757 58	24,070 81	24,083 70	26
27	Chicago, Burlington & Quincy	308,242 00	367,776 21	336,024 71	27
28	Chicago & Iowa	18,954 55	19,373 38	22,533 40	28
29	Galesburg & Rio	2,371 44	1,925 89	2,166 32	29
30	Illinois Valley & Northern	10,323 77	9,184 43	9,658 07	30
33	St. Louis, Rock Island & Chicago	53,110 55	51,038 30	51,236 12	33
34	Chicago, Milwaukee & St. Paul	99,364 20	116,833 91	147,307 61	34
35	Chicago, Rock Island & Pacific	151,647 32	176,246 53	169,499 26	35
37	Chicago Great Western	27,097 34	30,045 77	37,051 17	37
39	Cleveland, Cincinnati, Chicago & St. Louis	143,127 33	132,806 86	130,026 30	39
40	Kankakee & Seneca	10,065 49	12,546 68	12,109 02	40
41	Peoria & Eastern	33,567 71	33,115 68	32,507 82	41
42	De Pue, Ladd & Eastern	.....	.....	261 75	42
43	East St. Louis Connecting	1,727 29	27,383 68	6,571 38	43
44	Elgin, Joliet & Eastern	28,002 12	30,006 09	37,048 27	44
45	Fulton County Narrow Gauge	2,170 10	1,768 00	2,265 59	45
46	Illinois Central	(4)645,905 80	(5)707,688 49	(6)783,556 24	46
57	Indiana & Illinois Southern	3,358 23	3,890 71	757 37	57
58	Indianapolis, Decatur & Western	15,279 98	15,758 90	15,946 69	58
59	Indiana, Illinois & Iowa	9,957 69	10,550 09	11,631 26	59
60	Iowa Central	14,445 19	14,519 24	15,069 30	60
62	Jacksonville Southeastern	.....	.....	51,298 85	62
64	Lake Street Elevated	.....	.....	181 01	64
65	Lake Erie & Western	21,326 78	23,041 19	26,745 47	65
66	Lake Shore & Michigan Southern	61,509 74	103,200 33	70,884 36	66
67	LaSalle & Bureau County	.....	.....	22 43	67
68	Louisville & Nashville (1)	.....	.....	.....	68
69	Southeast & St. Louis	45,140 25	41,626 28	36,661 68	69
70	Louisville, Evansville & St. Louis Consolidated	27,448 44	29,674 09	30,294 80	70
71	Madison, Illinois & St. Louis	.....	6,355 64	14,675 36	71
72	Michigan Central	19,093 90	32,079 28	25,283 57	72
74	Mobile & Ohio (1)	.....	.....	.....	74
75	St. Louis & Cairo	32,390 59	31,156 32	30,305 20	75
76	New York, Chicago & St. Louis	22,975 13	24,151 34	23,658 06	76
79	Pennsylvania Co (1)	.....	.....	.....	79
81	Pittsburgh, Ft. Wayne & Chicago	71,315 85	102,079 29	84,987 67	81
82	South Chicago & Southern	2,639 16	3,007 50	2,951 66	82
84	Peoria, Decatur & Evansville (9)	30,502 09	32,454 56	36,659 89	84
87	Pittsburgh, Cincinnati, Chicago & St. Louis	59,320 12	91,428 84	68,991 81	87
88	Englewood Connecting	1,918 67	2,477 49	2,519 83	88
89	Quincy, Omaha & Kansas City	.....	.....	865 71	89
90	Rock Island & Peoria	27,154 99	28,908 65	36,466 52	90
91	St. Louis, Alton & Terre Haute	43,844 14	50,771 32	48,452 04	91

(1) Inserted to show relation of following subsidiary lines.

(2) Taxes distributed among tenant companies on basis of wheelage made by each company during year.

(3) A tenant line of the C. & W. I.; owns and operates no line in Illinois.

(4) Includes $571,731.72 proportion of gross receipts due State of Illinois.

(5) Includes $646,496.63 proportion of gross receipts due State of Illinois.

(6) Includes $680,231.83 proportion of gross receipts due State of Illinois.

(7) Of this amount the Wisconsin Central paid $53,139.48 and the Northern Pacific $37,140.95.

(8) This amount for four months that road was in operation.

(9) Includes the Chicago & Ohio River R. R.

TABLE XIV.—*Taxes paid in Illinois*—Concluded.

	1	2	3	4	
	NAME OF COMPANY.	1892	1893	1894	
98	St. Louis, Chicago & St. Paul	$6,400 98	.....	$17,094 94	98
99	St. Louis & Eastern	271 98	.....	.....	99
100	St. Louis and Peoria	1,200 00	563 58	1,622 93	100
101	Terminal Railroad Association of St. Louis	31,604 86	36,542 36	37,807 98	101
103	Terre Haute & Indianapolis (1)	.....	.....	.....	103
104	St. Louis, Vandalia & Terre Haute	55,964 13	59,217 41	62,455 08	104
105	Terre Haute & Peoria	15,007 95	17,354 77	18,021 42	105
106	East St. Louis & Carondelet	3,014 80	3,316 68	4,375 29	106
107	Toledo, Peoria & Western	36,246 88	36,555 49	36,848 10	107
108	Toledo, St. Louis & Kansas City	25,125 87	29,692 90	32,889 64	108
109	Wabash	200,029 59	192,321 66	173,761 96	109
110	Wabash, Chester & Western	2,882 85	3,373 22	4,498 42	110
111	Wisconsin Central	23,490 37	20,086 30	12,334 14	111
	Totals	$3,026,623 41	$3,636,385 38	$3,846,378 87	

(1) Inserted to show relation of following subsidiary lines.

GRAIN INSPECTION DEPARTMENT.

REPORT OF CHIEF GRAIN INSPECTOR.

GRAIN INSPECTION DEPARTMENT.

REPORT OF THE CHIEF INSPECTOR.

CHICAGO, ILL., December 17, 1894.

Hon. W. S. Cantrell, Chairman of Railroad and Warehouse Commission, Springfield, Illinois:

DEAR SIR:—I have the honor to submit herewith the twenty-fourth annual peport of the transactions of this department for the city of Chicago, the period covered being from November 1, 1893, to October 31, 1894.

Every possible economy consistent with the efficiency of the department has been observed, but the greatly reduced receipts of grain for the past year, owing to several causes, chiefly the great drought in Kansas, Nebraska and Iowa, and the low price of grain continuing throughout the year, have caused the receipts to fall 53,834 cars short of last year.

The out inspection has been one of the lowest for years, falling off from last year 61,976,750 bushels, thus reducing the earnings of the department for the last year nearly thirty thousand (30,000) dollars.

This great reduction in earnings has made it necessary to reduce the expenses of the Department to the lowest possible figure that it can be and perform the duties of the department efficiently, and give the shippers and receivers of grain satisfactory service.

The force of the Inspection Department at present consists of: 1 chief inspector, 1 supervising inspector, 11 first assistant inspectors, 14 second assistant inspectors, 24 third assistant inspectors, 19 helpers, 1 cashier, 6 clerks, 2 messengers, 1 collector, who also performs clerical duties, 1 janitor, 1 sample clerk, 1 stenographer, 1 office and warehouse messenger, 3 members of the appeals committee, 1 driver for the committee's wagon.

The force of the Registration Department, who are paid from the earnings of this department, consists at present of: 1 registrar, 1 chief clerk, 5 clerks, and divides the services of the messenger and janitor.

The office of chief clerk in the inspection office was abolished on June 1, 1894, and a reduction of the salaries of all the employés was made of from 15 to 25 per cent. at same time, except the helper force and the appeals committee, driver, janitor and stenographer.

This reduction was made necessary to reduce the expenses as much as possible owing to the reduced earnings as the department must be self-sustaining.

With the close of navigation November 15, I would recommend a further reduction of the force as follows: 10 helpers, 3 second assistant inspectors, 8 third assistant inspectors, 2 clerks in each inspection and registration office, 1 sample clerk, which will reduce the expenses some two thousand dollars per month.

I can make this reduction, I think, and not in any way impair the efficiency of the department, as some second assistants can take care of two light roads, and one third assistant two elevators.

The expenses of the department for the past year have been reduced $27,576.24 below that of 1893, as shown by Exhibit E in tabulated statement.

The following twenty-four tables of exhibits marked Exhibit A, 1, to Exhibit H, is a full and correct copy of the business done by the department for the year ending October 31, 1894.

Exhibit A 1, shows inspection on arrival, by months, of winter wheat.

Exhibit A 2, shows inspection on arrival, by months, of spring wheat.

Exhibit A 3, shows inspection on arrival, by months, of corn.

Exhibit A 4, shows inspection on arrival, by months, of oats.

Exhibit A 5, shows inspection on arrival, by months, of rye.

Exhibit A 6, shows inspection on arrival, by months of barley.

Exhibit A 7, shows grand total of inspection on arrival, by months, for year.

Exhibit B 1, shows inspection on arrival, by railroads, of winter wheat.

Exhibit B 2, shows inspection, on arrival, by railroads, of spring wheat.

Exhibit B 3, shows inspection on arrival, by railroads, of corn.

Exhibit B 4, shows inspection on arrival, by railroads, of oats.

Exhibit B 5, shows inspection on arrival, by railroads, of rye.

Exhibit B 6, shows inspection on arrival, by railroads, of barley.

Exhibit B 7, shows grand total inspection on arrival, for year, by railroads.

Exhibit C shows inspection on arrival, by canal and lake, bushels winter and spring wheat.

Exhibit C continued, shows inspection on arrival, by canal and lake, bushels yellow and white corn.

Exhibit C concluded, shows inspection on arrival, by canal and lake, bushels oats and rye.

Exhibit D 1, shows inspection from store regular elevators, by months.

Exhibit D 2, shows inspection on board lake vessels of grain loaded from unlicensed elevators.

Exhibit E, financial statement.

Exhibit E continued, Geo. P. Bunker, chief inspector, in account with Illinois State Grain Inspection Department.

Exhibit F, inspection on arrival. Comparative statement of inspections from 1880 to 1894, inclusive.

Exhibit G, inspection from store. Comparative statement of out inspection from 1883 to 1894, inclusive.

Exhibit H, average contents of car loads of grain on all railroads.

Thanking your honorable Board for the many courtesies extended to this department, and the interest you have taken in its management, I have the honor to remain,

Very respectfully yours,

GEO. P. BUTLER, *Chief Inspector.*

Exhibit A—1.

Inspection on Arrival—By Months.

WINTER WHEAT.

Months.	White.			Hard.			L'g Red	Red.				Not graded	Colorado.			Total.
	2	3	4	1	2	3	2	1	2	3	4		2	3	N. G.	
November, 1893	2	8	6	..	116	756	....	....	483	617	238	17	1	1	....	2,245
December	1	6	6	..	148	831	1	....	194	511	109	5	....	....	....	1,812
January, 1894	..	8	2	..	210	555	....	....	308	531	174	6	....	....	....	1,794
February	2	12	1	..	123	202	....	....	193	267	99	6	....	1	....	906
March	1	5	5	..	73	81	....	....	162	205	66	22	....	2	2	624
April	..	4	2	..	108	92	....	....	811	588	68	12	....	5	1	1,691
May	3	3	..	..	35	95	....	....	926	415	73	18	....	....	....	1,568
June	..	8	..	..	32	30	....	....	352	305	67	7	....	7	10	818
July	8	7	..	..	352	70	....	5	4,421	722	80	28	....	1	4	5,698
August	21	26	1	3	635	214	....	1	11,992	2,895	168	33	25	3	....	16,017
September	7	16	..	..	320	262	....	2	3,074	1,130	119	51	....	1	....	4,982
October	10	13	2	..	146	180	....	....	1,909	793	98	38	21	....	....	3,210
Total cars	55	116	25	3	2,298	3,368	1	8	24,825	8,979	1,359	243	47	21	17	41,365
Total estimated bushels																27,200,900

Exhibit A—2.

Inspection on Arrival—By Months.

SPRING WHEAT.

Months.	2	3	4	Not graded	White.		Mixed Wheat.		Total.
					2	3	2	3	
November, 1893	299	1,805	125	12	.....	12	1	6	2,260
December	422	1,053	85	9	.....	12	.....	4	1,585
January, 1894	169	376	50	2	7	15	3	14	636
February	97	240	18	27	11	3	2	5	403
March	187	249	24	2	.....	7	.....	2	471
April	138	68	15	2	.....	.....	.....	.....	223
May	82	30	4	2	.....	.....	4	3	125
June	250	17	9	1	.....	.....	2	2	281
July	158	15	11	2	.....	.....	.....	1	187
August	58	7	2	1	.....	.....	1	1	70
September	10	7	3	.....	.....	.....	.....	.....	20
October	22	6	1	.....	1	3	.....	2	35
Total cars	1,892	3,873	349	60	19	52	13	40	6,296
Total estimated bushels									4,055,360

Exhibit A—3.

Inspection on Arrival—By Months.

CORN.

Months.	Yellow.		White.		2	3	4	Not graded.	Total.
	2	3	2	3					
November, 1893	1,902	1,718	334	484	3,059	2,622	461	11	10,591
December	559	2,748	93	460	2,293	4,663	331	9	11,156
January, 1894	255	2,750	54	435	1,434	5,073	387	8	10,296
February	314	3,371	92	475	1,133	5,267	224	20	10,796
March	334	2,608	93	325	540	3,463	200	3	7,566
April	731	1,498	207	267	1,000	2,126	80	1	5,910
May	2,227	1,478	366	230	2,011	1,656	129	13	8,110
June	3,198	639	401	86	3,038	950	115	13	8,440
July	1,838	169	230	34	2,311	336	99	26	5,043
August	2,954	189	804	89	2,064	218	105	23	6,446
September	3,600	308	811	95	3,294	411	126	10	8,655
October	1,430	200	178	46	1,206	248	155	131	3,594
Total cars	19,342	17,576	3,663	3,026	23,383	27,033	2,412	268	96,703

Total estimated bushels 71,560,220

Exhibit A—4.

Inspection on Arrival—By Months.

OATS.

Months.	White.			2	3	White Clipped.		Not graded.	Total.
	1	2	3			1	2		
November, 1893	....	1,454	1,989	898	461	....	9	18	4,829
December	....	1,536	2,295	787	488	....	17	27	5,150
January, 1894	....	1,113	1,298	635	334	....	9	14	3,403
February	....	1,297	1,182	544	224	....	10	10	3,267
March	....	1,862	2,088	907	397	....	29	15	5,298
April	1	2,063	1,867	823	338	1	....	18	5,111
May	....	1,952	2,206	860	460	....	....	30	5,508
June	....	1,219	1,423	703	508	....	....	44	3,897
July	....	766	947	680	311	....	1	21	2,726
August	1	4,193	1,635	2,781	381	1	....	36	9,028
September	....	2,131	1,208	1,441	261	....	4	75	5,120
October	....	1,548	1,124	963	383	....	4	52	4,074
Total cars	2	21,134	19,262	12,022	4,546	2	83	360	57,411

Total estimated bushels 65,952,650

Exhibit A—5.

Inspection on Arrival—By Months.

RYE.

Months.	1	2	3	Not graded.	Total.
November, 1893	.....	116	22	1	139
December	.....	140	46	2	188
January, 1894	.....	84	25	.....	109
February	.....	57	17	.....	74
March	.....	113	12	.....	125
April	.....	110	21	.....	131
May	1	66	14	.....	81
June	3	83	27	2	115
July	1	76	18	1	96
August	.....	119	23	2	144
September	.....	91	26	.....	117
October	.....	102	24	2	128
Total cars	5	1,157	275	10	1,447
Total estimated bushels					930,550

Exhibit A—6.

Inspection on Arrival—By Months.

BARLEY.

Months.	Bay Brewing. 3	Chevalier. 3	1	2	3	4	5	Not graded.	Total.
November, 1893	.....	.....	.....	37	1,423	589	282	20	2,351
December	.....	.....	.....	23	1,221	344	140	41	1,769
January, 1894	.....	.....	.....	9	801	195	91	19	1,115
February	.....	.....	.....	13	982	204	70	33	1,302
March	.....	.....	.....	19	686	154	100	39	998
April	1	.....	.....	21	351	113	45	7	538
May	.....	.....	.....	4	270	95	82	4	395
June	.....	1	.....	1	97	52	7	4	162
July	.....	.....	.....	1	17	12	9	....	39
August	.....	.....	3	175	392	7	1	1	579
September	.....	.....	1	659	1,647	118	16	16	2,457
October	.....	.....	.....	381	1,663	168	42	26	2,280
Total cars	1	1	4	1,343	9,550	2,051	825	210	13,985
Total estimated bushels									11,369,775

Exhibit A—7.

Grand Total of Inspection on Arrival—By Months—For Year.

Months.	Winter Wheat	Spring Wheat	Corn	Oats	Rye	Barley	Total
November, 1893	2,245	2,260	10,591	4,829	139	2,351	22,415
December	1,812	1,585	11,156	5,150	188	1,769	21,660
January, 1894	1,794	636	10,396	3,403	109	1,115	17,453
February	906	403	10,796	3,267	74	1,302	16,748
March	624	471	7,566	5,298	125	998	15,082
April	1,691	223	5,910	5,111	131	538	13,604
May	1,568	125	8,110	5,508	81	395	15,787
June	818	281	8,440	3,897	115	162	13,713
July	5,698	187	5,043	2,726	96	39	13,789
August	16,017	70	6,446	9,028	144	579	32,284
September	4,982	29	8,655	5,120	117	2,457	21,351
October	3,210	35	3,594	4,074	128	2,280	13,321
Total cars	41,365	6,296	96,703	57,411	1,447	13,985	217,207
Grand total estimated bushels							181,069,455

Exhibit B—1.

Inspection on Arrival—By Railroads.

WINTER WHEAT.

Railroads.	White.			Hard.			Long Red.	Red.				Not graded.	Colorado.			Total.
	2	3	4	1	2	3	2	1	2	3	4		2	3	4	
C., B. & Q	5	15	4	2	494	348	.....	8	1,925	721	177	29	..	..	..	3,738
C., R. I. & P	....	7	1	..	479	192	.....	..	239	390	107	4	2	..	..	1,421
Chicago & Alton	6	31	..	1	510	249	.....	..	1,943	1,182	179	19	..	..	..	4,120
Illinois Central	4	9	1	..	251	127	.....	..	4,460	1,279	133	39	..	..	..	6,303
Freeport	....	....	..	..	13	.....	.....	..	14	10	1	....	..	..	..	38
Galena	..	....	..	..	14	53	.....	..	.....	10	9	1	27	12	14	140
Wisconsin Div	1	6	..	..	2	.....	.....	..	170	62	9	....	9	..	..	259
Wabash	4	17	3	..	44	19	.....	..	2,416	1,579	225	44	..	..	..	4,351
C. & E. I	17	3	..	..	2	2	.....	..	3,257	1,051	73	28	..	..	..	4,433
C. M. & St. Paul	1	12	2	..	25	8	1	..	109	131	13	17	6	..	2	327
Wisconsin Central	....	....	..	..	..	.....	.....	..	.....	.....	.....	....	..	1	..	1
Chicago & Great Western	....	2	3	..	50	307	.....	..	136	246	120	4	3	7	2	880
A., T. & Santa Fé	1	4	5	..	340	1,268	.....	..	989	768	210	48	..	..	..	3,633
Special	16	10	6	..	74	795	.....	..	9,167	1,550	103	10	..	..	..	11,731
Total	55	116	25	3	2,298	3,368	1	8	24,825	8,979	1,359	243	47	20	18	41,365

Exhibit B—2.

Inspection on Arrival—By Railroads.

SPRING WHEAT.

Railroads.	Northern.	2	3	4	Not graded.	White.		Mixed.		Total.
	1					2	3	2	3	
C., B. & Q	... .	222	461	59	2	....	40	3	9	796
C., R. I. & P	.....	22	225	36	.....	....	6	9	12	310
Chicago & Alton	.....	.....	7	1	.....	....	3	.....	.....	11
Illinois Central	.....	3	3	2	.....	....	.....	.....	2	10
Freeport	.....	4	28	3	.....	....	.....	... ..	.....	35
Galena	.....	50	1,014	154	16	....	1	.....	10	1,245
Wisconsin Division	.....	10	113	6	1	1	.....	.....	.....	131
Wabash	.....	2	5	1	.....	....	.....	.....	.....	8
C. & E. I	.....	.....	.....	.....	.....	....	.....	.....	.....	.....
C., M. & St. P	.....	118	1,803	57	40	....	.....	.....	1	2,019
Wisconsin Central	.....	.....	1	1	.....	....	.....	.....	.....	2
Chicago Great Western	.....	7	51	7	.....	....	2	.....	5	72
A., T. & S. F.	.....	.....	1	.....	.....	....	.....	.....	.....	1
Special	.....	1,454	161	20	1	18	.....	1	1	1,656
Total	.....	1,892	3,873	347	60	19	52	13	40	6,296

Exhibit B—3.

Inspection on Arrival—By Railroads.

CORN.

Railroads.	Yellow.		White.		2	3	4	Not graded	Total.
	2	3	2	3					
C., B. & Q.	3,941	1,758	662	291	7,873	3,545	193	14	18,277
C., R. I. & P.	1,449	1,373	111	114	2,108	4,627	371	13	10,166
Chicago & Alton	1,937	1,172	400	264	1,898	1,201	117	10	6,999
Illinois Central	4,904	2,977	1,253	810	1,899	1,228	270	36	13,377
Freeport	915	1,079	74	88	1,344	1,968	300	11	5,779
Galena	1,507	3,166	75	146	1,961	5,633	430	40	12,958
Wisconsin Division	16	38	6	9	5	22	1	.....	97
Wabash	1,685	1,634	570	677	506	875	209	54	6,210
C. & E. I.	293	535	194	176	365	650	92	48	2,353
C., M. & St. P.	986	1,360	56	59	2,979	4,570	153	17	10,180
Wisconsin Central	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	163	211	10	14	476	694	102	1	1,671
A., T. & S. F.	820	835	128	149	1,618	1,201	88	15	4,854
Special	726	1,438	124	229	351	819	86	9	3,782
Total	19,342	17,576	3,663	3,026	23,383	27,033	2,412	268	96,703

Exhibit B—4.

Inspection on Arrival—By Railroads.

OATS.

Railroads.	White.			2	3	White Clipped.		Not graded	Total.
	1	2	3			1	2		
C., B. & Q.	2	4,612	2,301	1,600	597	.....	4	50	9,166
C., R. I. & P.	.....	2,183	2,356	574	531	.....	44	78	5,766
Chicago & Alton	.....	1,188	351	1,018	228	.....	.....	18	2,803
Illinois Central	.....	2,168	1,012	2,475	276	.....	.....	33	5,964
Freeport	.....	939	1,789	415	278	.....	.....	40	3,461
Galena	.....	1,665	3,988	753	765	.....	6	13	7,190
Wisconsin Division	.....	842	1,092	53	95	1	10	4	2,097
Wabash	.....	1,368	360	927	248	.....	.....	30	2,933
C. & E. I.	.....	690	310	1,338	136	.....	.....	20	2,494
C., M. & St. P.	.....	2,735	3,427	840	708	.....	16	15	7,741
Wisconsin Central	.....	48	54	8	5	.....	.....	1	116
Chicago Great Western	.....	602	930	304	365	1	.....	7	2,209
A., T. & S. F.	.....	1,061	552	961	93	.....	.....	19	2,686
Special	.....	1,033	740	756	221	.....	3	32	2,785
Total	2	21,134	19,262	12,022	4,546	2	83	360	57,411

Exhibit B—5.

Inspection on Arrival—By Railroads.

RYE.

Railroads.	1	2	3	Not graded	Total.
C., B. & Q.	5	223	39	3	270
C., R. I. & P.	.....	69	31	.....	100
Chicago & Alton	.....	25	11	.....	36
Illinois Central	.....	31	7	.....	38
Freeport	.....	103	15	1	119
Galena	.....	135	45	2	182
Wisconsin Division	.....	131	15	.....	146
Wabash	.....	9	10	1	20
C. & E. I.	.....	13	27	.....	40
C., M. & St. P.	.....	256	27	.....	283
Wisconsin Central	.....	17	1	.....	18
Chicago Great Western	.....	50	29	.....	79
A., T. & S. F.	.....	4	4	1	9
Special	.....	91	14	2	107
Total	5	1,157	275	10	1,447

Exhibit B—6.

BARLEY.

Railroads.	Bay Brewing.	Chevalier.	1	2	3	4	5	Not graded	Total.
	3	3							
C., B. & Q.	.....	.....	.....	180	548	99	32	5	864
C., R. I. & P.	.....	.....	.....	17	615	281	34	24	971
C. & A.	.....	.....	.....	.....	2	.....	.....	.....	2
Illinois Central	.....	.....	.....	1	1	.....	.....	.....	2
Freeport	.....	.....	.....	6	818	145	35	11	1,015
Galena	.....	.....	.....	8	952	226	43	10	1,239
Wisconsin Division	.....	.....	.....	536	2,126	569	233	135	3,599
Wabash	.....	.....	.....	.....	2	1	.....	.....	3
C. & E. I.	.....	.....	.....	1	.....	.....	1	1	3
C., M. & St. P.	.....	1	4	528	3,668	284	258	19	4,762
Wisconsin Central	.....	.....	.....	7	69	26	5	1	108
Chicago Great Western	1	.....	.....	34	661	404	33	1	1,134
A., T. & S. Fé	.....	.....	.....	.....	16	8	3	.....	27
Special	.....	.....	.....	25	72	8	148	3	256
Total	1	1	4	1,343	9,550	2,051	825	210	13,985

Exhibit B—7.

Grand Total of Inspection on Arrival for Year—By Railroads.

Railroads.	Winter Wheat	Spring Wheat	Corn	Oats	Rye	Barley	Total cars, all kinds, of grain
C., B. & Q.	3,728	796	18,277	9,166	270	864	33,101
C., R. I. & P.	1,421	310	10,166	5,766	100	971	18,734
C. & A.	4,120	11	6,999	2,803	36	2	13,971
Illinois Central	6,303	10	13,377	5,964	38	2	25,694
Freeport	38	35	5,779	3,461	119	1,015	10,477
Galena	140	1,245	12,958	7,190	182	1,239	22,954
Wisconsin Division	259	131	97	2,097	146	3,599	6,329
Wabash	4,351	8	6,210	2,933	20	3	13,525
C. & E. I.	4,433	.....	2,353	2,494	40	3	9,323
C., M. & St. P.	327	2,019	10,180	7,741	283	4,762	25,312
Wisconsin Central	1	2	....	116	18	103	245
Chicago Great Western	880	72	1,671	2,209	79	1,134	6,045
A., T. & S. Fé	3,633	1	4,854	2,686	9	27	11,210
Special	11,731	1,656	3,782	2,785	107	256	20,317
Total	41,365	6,296	96,703	57,411	1,447	13,985	217,207

Exhibit C.

Inspection on Arrival—By Canal and Lake.—Bushels.

WINTER WHEAT.

Months.	Red.		Total.
	2	3	
November, 1893	9,000	.....	9,000
December	.....	.....	.....
January, 1894	.....	.....	.....
February	.....	.....	.....
March	.....	.....	.....
April	.....	3,600	3,600
May	8,000	9,600	17,600
June	.....	.....	.....
July	.....	.....	.....
August	800	1,400	2,200
September	.....	.....	.....
October	.....	.....	.....
Total	17,800	14,600	32,400

Exhibit C—Continued.

Inspection on Arrival—By Canal and Lake.—Bushels.

CORN.

Months.	Yellow.		White.		2	3	4	Total.
	2	3	2	3				
November, 1893	1,800	.....	.....	.....	144,800	11,000	.....	157,600
December	.....	.....	.....	.....	.....	.....	.....	.....
January, 1894	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....	.....	.....
April	.....	20,700	.....	5,800	5,500	108,850	14,600	155,450
May	37,706	7,700	6,000	.....	22,500	19,000	.....	92,906
June	13,800	9,400	.....	.....	70,800	4,400	6,000	104,400
July	15,000	600	.....	.....	113,900	13,100	.....	142,600
August	21,700	.....	.....	.....	201,700	7,000	6,000	236,400
September	13,500	.....	4,600	.....	272,900	9,100	.....	300,100
October	27,850	.....	.....	.....	227,000	.....	.....	254,850
Total	131,356	38,400	10,600	5,800	1,059,100	172,450	36,600	1,444,306

Exhibit C—Concluded.

Inspection on Arrival—By Canal and Lake.—Bushels.

OATS AND RYE.

Months.	White.		2	3	No grade.	Total oats.	2	Total rye.
	2	3						
November, 1893	19,000	.....	2,800	.....	.....	21,800	.....	.....
December	.....	.....	.....	.....	.....	.....	.....	.....
January, 1894	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....	.....	.....
April	84,700	4,200	23,000	.....	.....	111,900	.....	.....
May	61,000	5,800	41,900	.....	.....	108,700	.....	.....
June	86,400	2,000	25,000	4,000	.....	117,400	.....	.....
July	2,000	975	1,300	1,800	.....	6,075	.....	.....
August	155,500	8,000	36,400	.....	.....	199,900	4,600	4,600
September	92,200	5,000	41,000	.....	1,500	139,700	.....	.....
October	93,300	4,500	44,700	15,300	.....	157,800	.....	.....
Total	594,100	30,475	216,100	21,100	1,500	863,275	4,600	4,600

Exhibit D—1.

Inspection from Store—Regular Elevators.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
November, 1893	816,968	288,907	5,997,978	603,891	1,156	475,722	8,184,622
December	580,047	275,600	1,313,239	246,051	10,917	114,257	2,540,111
January, 1894	334,968	133,028	1,920,064	234,986	19,422	29,194	2,671,662
February	11,157	126,725	3,206,813	125,375	968	8,303	3,479,341
March	268,882	980,930	760,196	210,309	37,257	139,792	2,397,366
April	396,337	594,970	2,165,409	154,227	14,337	8,352	3,333,632
May	610,625	1,189,865	4,815,831	901,424	63,538	.....	7,581,283
June	796,736	1,061,687	4,492,294	672,103	3,191	.....	7,026,011
July	491,251	1,873,360	3,087,707	132,297	38,087	11,395	5,634,097
August	554,271	1,814,076	2,813,975	2,172,117	5,977	3,141	7,363,557
September	474,782	1,601,500	3,273,986	1,100,371	3,221	25,722	6,479,582
October	843,952	1,286,353	2,623,473	914,819	20,829	113,052	5,802,478
Total	6,179,976	11,227,001	36,470,965	7,467,970	218,900	928,930	62,493,742

Exhibit D—2.

Inspection—on board Lake Vessels—of Grain Loaded from Unlicensed Elevators.

Months.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
November, 1893	112,098	322,159	659,024	408,910	10,926	.....	1,523,117
December	205,899	164,516	.....	.....	.....	.....	370,415
January, 1894	148,596	121,919	112,548	1,400	.....	.....	384,463
February	85,800	8,000	597,726	.....	.....	.....	691,526
March	145,386	102,616	101,701	.....	.....	.....	349,703
April	14,200	.....	223,599	27,736	.....	.....	265,335
May	.....	49,949	281,864	290,609	.....	.....	622,422
June	.....	.....	862,891	443,221	.....	.....	1,306,112
July	16,548	.....	247,138	20,231	.....	.....	283,917
August	176,956	.....	211,852	267,565	.....	.....	656,373
September	151,091	.....	323,922	360,220	.....	.....	835,233
October	110,105	69,228	190,933	855,280	.....	4,638	1,230,184
Totals	1,166,479	848,387	3,813,198	2,675,172	10,926	4,638	8,518,800

Exhibit E.

Financial Statement.

Months.	Inspection Fees Earned.	Commissions paid Railroads and Elevators.	Total Cash Received.	Disbursements for Expenses.	Balances.
November, 1893	$10,400 75	$689 57	$15,017 28	$11,878 45	$41,506 55
December	7,178 57	458 22	9,974 53	11,752 94	39,728 14
January, 1894	6,009 53	317 97	6,432 07	11,704 40	34,455 81
February	6,228 02	275 86	6,481 47	9,117 55	31,819 73
March	5,130 87	285 72	5,827 32	8,877 38	28,769 67
April	5,400 11	230 17	4,885 53	9,300 18	24,355 02
May	8,330 43	230 26	5,126 30	9,405 81	20,075 51
June	7,800 21	362 80	7,904 64	8,836 21	19,143 94
July	6,500 73	311 98	7,085 27	8,514 46	17,714 75
August	13,440 70	305 33	6,270 67	8,510 34	15,475 08
September	9,823 39	582 47	11,725 76	8,669 56	18,531 28
October	7,620 92	385 84	8,699 01	8,631 12	18,599 17
Totals	$93,864 23	$4,436 19	$95,429 85	$115,198 40	

Exhibit E—Continued.

Geo. P. Bunker, *Chief Inspector,*

In Account with Illinois State Grain Inspection Department.

November 1, 1893	To balance on hand as per last report	.....	$38,367 72
October 31, 1894	" cash received during the year, as above	.....	95,429 85
"	By expenses, Inspection Department	$95,131 69	
"	" " Registration Department	15,218 81	
"	" " Appeals Department	4,364 62	
"	" World's Fair exhibit	483 28	
"	" Balance on hand	18,599 17	
	Totals	$133,797 57	$133,797 57

Exhibit F.

Inspection on Arrival—*Comparative Statement of Inspection from 1880 to 1894, inclusive.*

Years.	Cars.	Boats.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
	Number	Number.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1880	270,524	1,022	5,887,500	17,312,968	91,185,379	18,873,400	1,645,545	3,991,576	138,896,368
1881	227,119	950	1,682,311	18,398,187	76,017,132	22,612,368	1,221,843	4,177,762	124,109,603
1882	171,218	607	11,157,238	9,508,301	45,775,863	25,069,350	1,688,397	5,893,804	99,083,953
1883	235,213	477	6,953,091	13,010,095	72,258,580	33,392,184	4,980,600	6,824,316	137,418,846
1884	210,822	351	7,163,624	16,782,273	54,600,598	39,593,860	3,752,180	6,755,827	128,648,362
1885	212,270	460	2,354,848	24,624,672	56,709,685	38,859,040	1,798,951	8,032,764	131,779,960
1886	201,103	450	5,506,084	10,644,844	68,477,686	42,534,082	1,104,396	10,262,360	131,529,452
1887	189,130	503	5,639,573	17,667,973	50,700,475	45,974,724	852,324	9,462,000	130,297,069
1888	211,818	341	7,265,134	10,191,034	66,391,548	52,617,987	2,357,792	8,521,344	147,344,840
1889	249,888	362	13,695,185	4,654,590	84,775,590	58,768,512	2,570,410	9,206,163	173,670,447
1890	272,956	610	9,126,046	9,320,484	94,991,620	74,605,342	3,085,129	13,378,080	204,506,701
1891	277,216	422	27,793,776	15,127,138	68,283,523	75,404,372	8,185,375	11,042,163	205,836,347
1892	320,572	389	34,223,568	22,639,996	86,159,535	85,779,164	3,972,960	13,951,020	246,726,243
1893	271,041	381	17,914,303	23,372,064	85,135,925	75,294,700	1,508,853	12,662,400	215,888,245
1894	217,207	353	27,200,900	4,055,360	71,560,220	65,952,650	930,550	11,369,775	181,069,455

Exhibit G.

Inspection from Store.—*Comparative Statement of Out-Inspection from 1883 to 1894, inclusive.*

Years.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.	Combined Totals of In and Out-Inspection.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1883	5,201,303	5,854,521	52,391,148	6,415,597	3,190,923	774,086	73,797,578	211,216,444
1884	4,441,460	12,996,124	30,667,783	6,621,298	2,037,022	1,266,691	58,830,778	187,479,140
1885	1,501,665	7,715,030	31,661,591	3,665,637	738,209	296,790	45,578,922	177,358,882
1886	2,648,956	10,500,918	41,645,620	4,765,724	635,174	1,052,913	61,249,305	192,778,757
1887	6,019,271	17,642,628	39,843,323	10,153,370	394,948	1,044,871	75,098,411	205,395,480
1888	3,060,541	6,365,790	46,754,284	14,818,254	516,942	1,157,523	72,673,334	217,890,263
1889	9,156,010	3,637,232	66,517,282	20,668,531	1,778,321	1,399,573	103,156,949	276,827,396
1890	4,108,468	4,090,471	57,285,534	16,839,843	1,666,253	1,753,839	85,744,408	290,251,109
1891	23,127,995	8,048,566	41,318,563	14,161,975	5,573,607	2,079,177	94,209,883	300,046,230
1892	21,979,232	16,768,772	46,149,865	18,844,499	2,325,719	1,849,642	107,917,619	354,643,862
1893	17,183,320	10,911,263	62,014,462	16,064,748	676,180	1,320,529	108,170,502	324,058,747
1894	7,346,455	12,675,388	40,284,163	10,143,142	229,826	933,568	71,012,542	252,081,997

Exibit H.

Average Contents of Car Loads of Grain on All Railroads.

Kind of Grain.	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894
Wheat	320	400	410	418	446	479	489	498	504	524	533	554	582	603	614	619	650	660
Corn	400	435	450	473	487	509	517	524	535	550	575	586	591	619	628	668	700	740
Oats	700	800	740	800	834	850	879	914	930	967	996	1,009	1,016	1,016	1,048	1,096	1,100	1,150
Rye	400	400	450	450	468	489	500	503	507	516	556	548	585	604	601	612	650	650
Barley	450	500	490	536	529	588	588	611	618	620	664	624	647	705	729	785	800	815

Charge for Inspection—Per Car.

Year	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894
Cents	25	25	25	25	30	30	35	35	35	35	35	35	30	25	25	25	25	25

REPORT OF WAREHOUSE REGISTRAR

REPORT OF THE WAREHOUSE REGISTRAR.

OFFICE OF THE WAREHOUSE REGISTRAR,
CHICAGO, ILL., November 1, 1894.

HON. W. S. CANTRELL, *Chairman Railroad and Warehouse Commission, Springfield, Ill.:*

DEAR SIR:—I respectfully submit herewith the twenty-fourth annual report of the business transacted by this office, for the year ending October 31, 1894.

The total amount of all kinds of grain received into store in warehouses of Class "A" during the year was 73,839,305 bushels, from 91,339 cars, 1,162 canal boats, and 44 vessels. The shipment of all kinds of grain from the elevators aggregated 68,553,508 bushels.

A comparison of the receipts into store and the shipments from store, with the preceding year, shows a decrease in the volume of business of 2,156,000 bushels. The movement of the large wheat crop, during which time a serious controversy was waged on the board of trade (see below), necessitated for that period a great amount of labor in this office; but the general poor crops of other cereals, particularly in the western states, decreased the work necessary to be performed, and also affected the receipts of the office to such an extent that a reduction of expenses became necessary, and the clerical force has been reduced until to-day it consists of but five men.

Your honorable Board saw fit to frame a new and most important rule relating to the service of this department, abandoning the custom long in existence, of using a stamp for the Registrar's signature, and requiring instead that the Registrar shall sign his name in ink upon all grain receipts presented for registration, or, in his absence, some employé duly authorized shall sign both the Registrar's and his own name in full. The signing of all grain receipts coming into this office entailed upon the Registrar much additional labor, but the new rule has met with general favor among the grain dealers and has proven to be a source of great protection to them.

The storage capacity of the warehouses at the close of the previous year, amounting to 32,950,000 bushels was decreased during the last year by withdrawal of the Ernst Hess warehouse (capacity, 500,000 bushels) from the Class "A" elevators, but soon increased again by virtue of the South Chicago "C" elevator, a new warehouse of Chas. Counselman & Co., located at South Chicago, being added to the list of regular houses, with a capacity of 1,500,000 bushels, bringing the total capacity up to 33,950,000 bushels. And at present Keith & Co. have just completed an annex to the St. Louis elevator with a capacity of 1,000,000 bushels, and the Weare Commission Co. are also building quite an annex to their Union Elevator.

The stocks of grain in store, especially wheat, are constantly increasing, and during the last winter a large quantity of grain had to be afloat in vessels and canal boats upon the river, for lack of storage room in the elevators. Hence the necessity of creating a larger storage capacity.

In the Neely elevator there was found during July an accumulation of 722 bushels of No. 2 oats, 10 bushels of No. 3 oats and 256 bushels of No. 2 rye, which amounts were correctly treated according to Rule XVI; also the following shortages occurred in the Neely:

Seven hundred bushels No grade oats.

One hundred and seventy-five bushels No. 3 rye.

Twenty-six bushels No grade corn.

Eleven bushels No. 3 white corn.

Which shortages were "caused by shrinkage in handling the grain to keep it in good condition," and the proper receipts that had been outstanding against this grain were duly presented and cancelled. The relations of this department with the warehouse men and dealers in grain transacting business at this office as far, as we are able to judge, are the most friendly, and at times the records of this office were very freely resorted to for information, principally during the big controversy between the receivers and shippers of grain and the elevator men. The former parties, who do only a receiving and shipping business, claimed to be seriously handicapped by the warehouse men, who do a receiving and shipping business in addition to the warehousing of the grain. The fight lasted all summer. It culminated in a vote by ballot on the floor of the Board of Trade, in which the elevator men were defeated by a large majority, and refused the privilege of doing any business on the floor of the Board. By this action, under the rules of the Board of Trade, all the elevators of Class "A" were irregular for a period of several weeks. This state of affairs could not long exist and the warring factions were soon convinced that the heavy grain interests of Chicago demanded a compromise of the two extremes and an agreement was entered into by the two factions declaring as regular under the Board of Trade rules all warehouses except the Armour "C" and the National. The receipts of the Armour "C" and of the National elevators, although irregular on the Board of Trade, are nevertheless regular under the State law.

As a general rule, grain graded "up to grade" a good deal better this year than the year before. Accordingly the number of appeals taken was by far smaller.

The following tables show the business of the department in detail, though in condensed form.

Thanking you for all courtesies, very respectfully,

(Signed) LOUIS WAGNER,

Warehouse Registrar.

Exhibit A—1.

"Trial Balance" Table for the Year.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Balance on hand Nov. 1, 1893.						
Armour's A and B and Annex C, D, E and F	7,979,137	1,122,266	115,192	79,347	50,775	9,346,717
Central A and B	1,055,972	450,710	558,464	24,863	18,809	2,108,818
Santa Fé	1,076,088	285,626	13,973	766	.....	1,376,453
Indiana and Wabash	1,385,256	325,659	1,147	8,245	110	1,720,417
Alton	1,715,787	.....	820	.....	.....	1,716,607
Rock Island A	802,718	7,775	5,212	21,044	12,085	848,834
Rock Island B	273,257	85,680	.....	6,288	3,393	368,618
St. Louis	139,677	236,434	98,787	493	.....	475,391
National	100,269	.....	.....	.....	.....	100,269
Pacific B	959,537	.....	.....	.....	.....	959,537
Neely	481,687	2,772	9,610	29,679	5,138	528,886
Air Line, Galena and Iowa	967,252	215,259	32,542	40,471	123,692	1,379,216
City, Union, Fulton and St. Paul	1,987,899	47,447	4,326	5,913	36,841	2,082,426
South Chicago	.....	.....	.....	.....	.....	.....
Hess A	37,998	.....	.....	.....	.....	37,998
Total	18,962,514	2,779,628	840,073	217,109	250,843	23,050,167
Received since Nov. 1, 1893.						
Armour's A and B and Annex C, D, E and F	7,440,592	13,326,866	1,530,571	112,264	244,214	22,654,507
Central A and B	1,994,001	8,101,192	3,601,252	18,373	1,502	13,716,320
Santa Fé	1,533,718	2,097,623	372,292	.....	.....	4,003,633
Indiana and Wabash	3,590,135	2,292,549	1,094,294	8,232	.....	6,985,210
Alton	1,673,433	4,744	223,863	.....	.....	1,902,040
Rock Island A	428,007	654,638	60,948	5,299	1,850	1,150,742
Rock Island B	381,300	398,062	65,284	5,824	7,264	857,734
St. Louis	734,697	2,105,585	384,507	7,059	.....	3,231,848
National	681,199	.....	87,252	.....	.....	768,451
Pacific B	1,412,395	.....	.....	.....	30,654	1,443,049
Neely	576,536	9,218	11,720	256	40,008	637,738
Air Line, Galena and Iowa	3,223,477	3,507,223	343,711	19,723	136,027	7,230,161
City, Fulton, Union and St. Paul	4,043,103	1,961,272	421,936	6,746	266,918	6,699,975
South Chicago	1,925,587	588,184	44,126	.....	.....	2,557,897
Hess A	.....	.....	.....	.....	.....	.....
Total	29,638,180	35,047,156	8,241,756	183,776	728,437	73,839,305
Total.						
Armour's A and B and Annex C, D, E and F	15,419,729	14,449,132	1,645,763	191,611	294,989	32,001,224
Central A and B	3,049,973	8,551,902	4,159,716	43,236	20,311	15,825,138
Santa Fé	2,609,806	2,383,249	386,265	766	.....	5,380,086
Indiana and Wabash	4,975,391	2,618,208	1,095,441	16,477	110	8,705,627
Alton	3,389,220	4,744	224,683	.....	.....	3,618,647
Rock Island A	1,230,725	662,413	66,160	26,343	13,935	1,999,576
Rock Island B	654,557	483,742	65,284	12,112	10,657	1,226,352
St. Louis	874,374	2,342,019	483,294	7,552	.....	3,707,239
National	781,648	.....	87,252	.....	.....	868,720
Pacific B	2,371,922	.....	.....	.....	30,654	2,402,576
Neely	1,058,223	11,990	21,330	29,935	45,146	1,166,624
Air Line, Galena and Iowa	4,190,729	3,722,482	376,253	60,194	259,719	8,609,377
City, Fulton, Union and St. Paul	6,031,002	2,008,719	426,262	12,659	203,759	8,782,401
South Chicago	1,925,587	588,184	44,126	.....	.....	2,557,897
Hess A	37,988	.....	.....	.....	.....	37,988
Total	48,600,694	37,826,781	9,081,829	400,885	979,280	96,889,472

Exhibit A—1.—Concluded.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Shipped since Nov. 1, 1893.						
Armour's A and B, and Annex C, D, E and F	7,222,852	14,010,015	1,243,156	85,314	276,765	22,838,102
Central A and B	1,614,828	8,311,062	3,393,487	27,177	20,311	13,366,865
Santa Fé	1,408,085	2,298,590	339,593	.....	.....	4,046,268
Indiana and Wabash	2,245,011	2,463,489	1,062,049	13,616	.....	5,784,165
Alton	1,799,897	.....	216,276	.....	.....	2,016,173
Rock Island A	395,401	626,242	50,254	24,187	13,935	1,110,020
Rock Island B	274,443	438,561	58,269	5,421	10,657	787,351
St. Louis	256,732	2,240,716	429,413	4,464	.....	2,931,325
National	129,441	.....	.....	.....	.....	129,441
Pacific B	1,392,960	.....	.....	.....	19,937	1,412,897
Neely	476,054	1,848	15,252	29,935	45,116	568,205
Air Line, Galena and Iowa	1,613,953	3,695,988	316,668	44,539	247,525	5,918,673
City, Fulton, Union & St Paul	3,916,446	1,955,228	380,904	6,462	289,539	6,548,579
South Chicago	425,146	588,184	44,126	.....	.....	1,057,456
Hess A	37,988	.....	.....	.....	.....	37,988
Total	23,209,238	36,629,923	7,549,447	241,115	923,785	68,553,508
Balance on Hand Oct. 31, 1894.						
Armour's A and B and Annex C, D, E and F	8,196,877	439,117	402,607	106,297	18,224	9,163,122
Central A and B	1,435,145	240,840	766,229	16,059	.....	2,458,273
Santa Fé	1,201,721	84,659	46,672	766	.....	1,333,818
Indiana and Wabash	2,730,380	154,719	33,392	2,861	110	2,921,462
Alton	1,589,323	4,744	8,407	.....	.....	1,602,474
Rock Island A	835,323	36,171	15,906	2,156	.....	889,556
Rock Island B	380,114	45,181	7,015	6,691	.....	439,001
St. Louis	617,642	101,303	53,881	3,088	.....	775,914
National	652,027	.....	87,252	.....	.....	739,279
Pacific B	978,962	.....	.....	.....	10,717	989,679
Neely	582,569	10,142	6,078	.....	30	598,419
Air Line, Galena and Iowa	2,576,776	26,494	59,585	15,655	12,194	2,690,704
City, Fulton, Union and St. Paul	2,114,556	53,491	45,358	6,197	14,220	2,233,822
South Chicago	1,500,441	.....	.....	.....	.....	1,500,441
Hess A	.....	.....	.....	.....	.....	.....
Total	25,391,456	1,196,861	1,532,382	159,770	55,495	28,335,964

Exhibit A--2.

Receipts into Store—Winter Wheat by Rail.

Warehouses.	1 Hard	2 Hard	3 Hard	1 Red	2 Red	3 Red	4 Red	2 White	3 White	2 Long	No grade	Total
Armour A., B, C., D. and F.	777	243,415	94,008	4,395	5,408,220	312,851	8,467	4,682	517	523	.....	6,077,855
Central A. and B.	.....	127,340	34,310	.....	1,447,451	365,768	12,187	.....	.....	.....	.....	1,987,056
Santa Fé	.....	47,324	685,613	.....	664,769	123,880	6,900	1,197	.....	.....	.....	1,529,683
Indiana & Wabash	.....	39,511	58,525	.....	2,659,449	738,745	55,060	2,379	2,247	.....	9,596	3,565,512
Alton	.....	9,186	444,449	.....	52,853	237,453	.....	.....	.....	.....	.....	743,932
Rock Island A.	.....	24,234	.....	.....	369,673	24,629	771	865	.....	.....	.....	420,172
Rock Island B.	.....	159,686	21,290	.....	171,209	25,522	.....	.....	.....	.....	.....	377,707
St. Louis	.....	7,726	2,268	.....	291,879	16,699	.....	.....	.....	.....	.....	318,572
National	.....	.....	.....	.....	196,918	30,440	.....	665	.....	.....	.....	228,023
Pacific B.	.....	568	.....	.....	583,625	.....	.....	.....	.....	.....	.....	584,193
Neely	.....	.....	.....	.....	432,064	77,091	11,356	.....	.....	.....	.....	520,511
Air Line, Gaiena and Iowa	.....	14,508	4,291	.....	1,207,292	127,509	.....	1,553	.....	.....	.....	1,355,153
City, Union, Fulton and St. Paul	.....	160,450	239,279	.....	1,921,608	515,368	24,782	.....	3,181	.....	394	2,865,062
South Chicago	.....	.....	.....	.....	1,613,574	.....	.....	.....	.....	.....	.....	1,613,574
Total	777	833,948	1,584,024	4,395	17,020,584	2,595,955	119,523	11,341	5,945	523	9,990	22,187,005

Exhibit A—3.

Receipts—Winter Wheat by Canal.

Warehouses.	3 Hard	2 Red	3 Red	1 Red	Total
Indiana and Wabash	578	.....	.....	.....	578
Alton	50,116	324,395	70,718	2,064	447,293
St. Louis	.....	218,240	8,571	.....	226,811
National	.....	328,629	.....	.....	328,629
Neely	.....	56,025	.....	.....	56,025
Air Line, Galena and Iowa	.....	1,293,219	.....	.....	1,293,219
City, Union, Fulnam, St. Paul	.....	740,289	.....	.....	740,289
South Chicago	.....	70,245	.....	.....	70,245
Armour A., B., C., D., E. and F	.....	924,941	2,615	.....	927,556
Total	50,694	3,955,983	81,904	2,064	4,090,645

Exhibit A—4.

Shipments—Winter Wheat.

Warehouses.	1 Hard	2 Hard	3 Hard	2 Red	3 Red	4 Red	2 White	3 White	4 White	No grade	2 Long	Total
Armour A, B, C, D, E and F	38,022	729,614	107,893	1,031,460	236,668	8,013	479	3,223			523	2,155,895
Central A and B		152,117	80,365	778,474	263,915	14,198		407	412			1,289,888
Santa Fé		75,704	716,478	514,275	75,657	3,193		575	663			1,386,545
Indiana and Wabash		61,342	60,184	1,332,738	659,656	52,884	1,524	2,148		9,596		2,180,072
Alton		9,186	519,272	17,289	349,772	2,064						897,583
Rock Island A		22,824		125,969	2,511	3,449	865	861				156,479
Rock Island B		32,316	31,016	56,391	24,901							144,624
St. Louis		8,514	2,267	11,292	37,797							59,870
National				1,740								1,740
Pacific B		568		136,561								137,129
Neely				103,505	102,196	12,997				691		219,389
Air Line, Galena and Iowa		22,111	18,943	184,226	52,766							278,046
City, Union, Fulton & St. Paul		133,548	225,112	1,146,528	474,511	24,795		2,515		394		2,007,403
South Chicago				370,146								370,146
Hess A				500								500
Total	38,022	1,247,844	1,761,530	5,811,094	2,280,350	121,593	2,868	9,729	1,075	10,681	523	11,285,309

Exhibit A—5.

Receipts into Store—Spring Wheat by Rail.

Warehouses.	2 Spring..	3 Spring..	4 Spring..	3 White..	Total.....
Armour A, B, C, D, E and F	305,342	14,970	1,111	12,008	333,431
Central A and B	1,642	5,303	.....	.....	6,945
Santa Fé	4,035	.....	.....	.....	4,035
Indiana and Wabash	.....	18,502	.....	832	19,334
Alton	371,189	.....	.....	.....	371,189
Rock Island A	7,835	.....	.....	.....	7,835
Rock Island B	2,455	479	.....	659	3,593
National	8,937	.....	.....	.....	8,937
Pacific B	688,859	139,343	.....	.....	828,202
Air Line, Galena and Iowa	149,674	26,178	.....	1,732	177,584
City, Union, Fulton and St. Paul	5,642	89,849	8,070	.....	103,561
South Chicago	42,062	.....	.....	.....	42,062
Total	1,587,672	294,624	9,181	15,231	1,906,708

Exhibit A—6.

Receipts—Spring Wheat by Canal.

Warehouses.	2 Spring..	3 Spring..	4 Spring..	Total.....
Indiana and Wabash	.....	4,711	.....	4,711
Alton	111,019	.....	.....	111,019
St. Louis	189,314	.....	.....	189,314
National	115,610	.....	.....	115,610
Air Line, Galena and Iowa	397,521	.....	.....	397,521
City, Union, Fulton and St. Paul	255,389	75,447	3,355	334,191
South Chicago	199,706	.....	.....	199,706
Armour A, B, C, D, E and F	101,750	.....	.....	101,750
Total	1,370,309	80,158	3,355	1,453,822

Exhibit A—7.

Shipments—Spring Wheat.

Warehouses.	2 Spring..	3 Spring..	4 Spring..	2 White..	3 White..	1 North'n.	2 Mixed..	Total.....
Armour A, B, C, D, E and F	5,028,510	34,247	1,111	275	1,000	808	1,006	5,066,957
Central A and B	174,935	148,304	1,701	....	.....	....	.....	324,940
Santa Fé	19,071	2,469	.....	....	.....	....	.....	21,540
Indiana and Wabash	41,726	23,213	.....	....	.....	....	.....	64,939
Alton	902,314	.....	.....	....	.....	....	.....	902,314
Rock Island A	237,278	1,126	.....	....	519	....	.....	238,923
Rock Island B	118,433	8,080	.....	....	3,306	....	.....	129,819
St. Louis	196,862	.....	.....	....	.....	....	.....	196,862
National	127,701	.....	.....	....	.....	....	.....	127,701
Pacific B	1,116,488	139,343	.....	....	.....	....	.....	1,255,831
Neely	256,665	.....	.....	....	.....	....	.....	256,665
Air Line, Galena and Iowa	1,277,670	54,974	1,531	....	1,732	....	.....	1,335,907
City, Union, Fulton and St. Paul	1,735,044	158,723	15,276	....	.....	....	.....	1,909,043
South Chicago	55,000	.....	.....	....	.....	....	.....	55,000
Hess A	37,488	.....	.....	....	.....	....	.....	37,488
Total	11,325,185	570,479	19,619	275	6,557	808	1,006	11,923,929

Exhibit A—8.

Receipts Into Store—Corn by Rail.

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	No Grade.	Totals.
Armour A, B, C, D, E and F	2,912,927	968,307	324,227	81,273	6,231,255	2,145,572	559	.....	12,664,120
Central A and B	3,270,054	1,377,547	493,502	160,960	1,876,604	883,384	28,591	.....	8,090,645
Santa Fé	526,617	219,193	51,836	11,512	923,613	361,674	3,178	.....	2,097,623
Indiana and Wabash	832,295	443,941	263,089	35,132	401,716	294,123	5,567	.....	2,275,933
Rock Island A	82,486	47,767	15,028	3,592	267,818	237,947	.....	.....	654,638
Rock Island B	85,666	32,231	16,910	.....	191,449	71,806	.....	.....	398,062
St. Louis	755,675	213,419	114,433	.....	514,216	203,546	.....	.....	1,801,289
Neely	544	.....	.....	.....	8,674	.....	.....	.....	9,218
Air Line, Galena and Iowa	640,542	639,387	13,709	16,060	768,281	1,238,183	647	503	3,317,312
City, Union, Fulton and St. Paul	287,896	267,148	21,299	3,304	667,015	622,595	635	.....	1,869,892
South Chicago	61,699	.....	13,369	.....	277,017	236,099	.....	.....	588,184
Totals	9,456,401	4,208,940	1,327,402	311,833	12,127,728	6,294,929	39,180	503	33,766,916

Exhibit A—9.

Corn by Canal.

Warehouses.	2 Yellow..	3 Yellow..	2	3	4	2 White...	Total.
Armour A, B, C, D, E and F	16,004	2,867	622,372	21,503	.....	.....	662,746
Central A and B	.....	.....	.....	.....	.....	10,547	10,547
Indiana and Wabash	.....	.....	10,545	.....	6,071	.....	16,616
Alton	.....	.....	4,744	.....	.....	.....	4,744
St. Louis	7,690	16,894	187,342	92,370	.....	.....	304,296
Air Line, Galena and Iowa	13,168	15,333	133,208	24,128	.....	4,074	189,911
City, Union, Fulton and St. Paul	9,251	3,060	70,734	3,076	.....	5,259	91,380
Totals	46,113	38,154	1,028,945	141,077	6,071	19,880	1,280,240

Exhibit A—10.

Shipments—Corn.

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	No Grade.	Total.
Armour A, B, C, D, E and F	3,005,809	1,000,037	343,500	94,348	7,347,517	2,207,751	11,053	.....	14,010,015
Central A and B	3,366,262	1,398,740	511,065	176,322	1,925,054	898,471	35,148	.....	8,311,062
Santa Fé	613,990	231,174	58,129	10,203	1,009,426	371,890	3,778	.....	2,298,590
Indiana and Wabash	879,791	471,036	280,900	33,161	475,009	308,964	14,628	.....	2,463,489
Rock Island A	79,180	46,881	10,366	3,592	248,276	237,947	.....	.....	626,242
Rock Island B	95,053	33,772	12,008	.....	205,582	88,429	3,717	.....	438,561
St. Louis	799,128	249,493	127,550	.....	762,694	301,851	.....	.....	2,240,716
Neely	.....	.....	.....	11	.....	.....	1,072	765	1,848
Air Line, Galena and Iowa	661,715	664,720	30,576	16,060	1,021,874	1,299,893	647	503	3,695,988
City, Union, Fulton and St. Paul	280,133	270,522	25,483	3,304	748,798	626,358	635	.....	1,955,228
South Chicago	61,699	.....	13,369	.....	277,017	236,099	.....	.....	588,184
Total	9,842,760	4,366,375	1,412,946	337,001	14,021,242	6,577,653	70,678	1,268	36,629,923

Exhibit A—11.

Receipts into Store—Oats by Rail.

Warehouses.	1 White.	2 White.	3 White.	2	3	Total.
Armour A, B, C, D, E and F	1,355	339,939	64,200	908,807	5,982	1,320,283
Central A and B	.....	1,064,286	401,483	1,974,022	25,383	3,465,174
Santa Fé	.....	55,749	1,849	314,694	.....	372,292
Indiana and Wabash	.....	19,975	2,964	1,058,831	12,524	1,094,294
Alton	.....	191,758	22,879	2,016	.....	216,653
Rock Island A	.....	.....	.....	60,948	.....	60,948
Rock Island B	.....	7,137	.....	58,147	.....	65,284
St. Louis	.....	70,791	.....	244,095	.....	314,886
National	.....	.....	.....	87,252	.....	87,252
Neely	.....	.....	.....	11,720	.....	11,720
Air Line, Galena and Iowa	.....	49,132	27,341	153,030	.....	229,503
City, Union, Fulton and St. Paul	.....	181,382	54,013	132,064	4,398	371,857
South Chicago C	.....	23,748	.....	20,378	.....	44,126
Total	1,355	2,003,897	574,729	5,026,004	48,287	7,654,272

Exhibit A—12.

Receipts—Oats by Canal.

Warehouses.	2 White.	3 White.	2	3	Total.
Armour A, B, C, D, E and F	109,601	4,375	94,812	1,500	210,288
Central A and B	.....	.....	136,078	.....	136,078
Alton	.....	.....	.....	7,210	7,210
St. Louis	15,080	1,805	51,205	1,531	69,621
Air Line, Galena and Iowa	98,011	.....	16,197	.....	114,208
City, Union, Fulton and St. Paul	37,897	.....	12,182	.....	50,079
Total	260,589	6,180	310,474	10,241	587,484

Exhibit A—13.

Shipments—Oats.

Warehouses.	1 White	2 White.	3 White.	2	3	2 White Clipped	No Grade	Total.
Armour A, B, C, D, E & F	1,355	528,906	66,161	645,234	1,500	.....	.....	1,243,156
Central A and B	.....	1,055,208	424,550	1,846,515	67,214	.....	.....	3,393,487
Santa Fé	.....	55,749	1,849	281,995	.....	.....	.....	339,593
Indiana and Wabash	.....	20,746	2,964	1,025,815	12,524	.....	.....	1,062,049
Alton	.....	191,758	22,879	1,639	.....	.....	.....	216,276
Rock Island A	.....	.....	.....	50,254	.....	.....	.....	50,254
Rock Island B	.....	7,137	.....	51,132	.....	.....	.....	58,269
St. Louis	.....	147,656	7,318	265,739	1,531	7,169	.....	429,413
Neely	.....	.....	.....	11,071	1,240	.....	2,941	15,252
Air Line, Galena & Iowa	.....	147,146	56,776	111,573	1,173	.....	.....	316,668
City, Union, Fulton & St. P	.....	216,979	51,165	108,362	4,398	.....	.....	380,904
South Chicago C	.....	23,748	.....	20,378	.....	.....	.....	44,126
Total	1,355	2,395,033	633,662	4,419,707	89,580	7,169	2,941	7,549,447

Exhibit A—14.

Receipts into Store—Rye by Rail.

Warehouses.	2 Rye.	3 Rye.	Total.
Armour A, B, C, D, E and F	107,362	.....	107,362
Central A and B	18,373	.....	18,373
Indiana & Wabash	7,692	540	8,232
Rock Island A	5,299	.....	5,299
Rock Island B	5,824	.....	5,824
St. Louis	7,059	.....	7,059
Neely	256	.....	256
Air Line, Galena and Iowa	19,723	.....	19,723
City, Union, Fulton & St. Paul	5,490	1,256	6,746
Total	177,078	1,796	178,874

Exhibit A—15.

Receipts—Rye by Canal.

Warehouses.	2 Rye.	Total.
Armour A, B, C, D, E and F	4,902	4,902
Total	4,902	4,902

Exhibit A—16.

Shipments—Rye.

Warehouses.	2 Rye.	3 Rye.	Total.
Armour A, B, C, D, E and F	85,121	193	85,314
Central A and B	25,536	1,641	27,177
Indiana & Wabash	13,478	138	13,616
Rock Island A	24,187	.....	24,187
Rock Island B	4,927	494	5,421
St. Louis	4,464	.....	4,464
Neely	26,305	3,630	29,935
Air Line, Galena & Iowa	44,539	.....	44,539
City, Union, Fulton and St. Paul	5,206	1,256	6,462
Total	233,763	7,352	241,115

Exhibit A—17.

Receipts into Store—Barley by Rail.

Warehouses.	New 2.	New 3.	New 4.	New 5.	Total.
Armour A, B, C, D E and F	15,401	70,384	.....	47,881	133,666
Central A and B	.....	.....	524	978	1,502
Rock Island A	.....	1,850	.....	.....	1,850
Rock Island B	.....	.....	4,392	2,872	7,264
Neely	.....	37,193	.....	2,815	40,008
Air Line, Galena and Iowa	30,901	93,008	2,054	70,064	136,027
City, Union, Fulton and St. Paul	38,139	129,035	3,079	96,665	266,914
Pacific B	.....	26,734	3,920	.....	30,658
Total	84,441	298,204	13,969	221,275	617,889

Exhibit A—18.

Receipts—Barley by Canal.

Warehouses.	New 5.	Total.
Armour A, B, C, D, E and F	110,548	110,548
Total	110,548	110,548

Exhibit A—19.

Shipments—Barley.

Warehouses.	New 2.	New 3.	New 4.	New 5.	No grade.	Total.
Armour A, B, C, D, E and F	1,444	116,892	.....	158,429	.....	276,765
Central A and B	.....	14,855	4,333	1,123	.....	20,311
Rock Island A	.....	10,925	3,010	.....	.....	13,935
Rock Island B	.....	.....	7,785	2,872	.....	10,657
Neely	.....	37,163	170	5,015	2,768	45,116
Air Line, Galena and Iowa	24,787	129,935	14,866	77,360	577	247,525
City, Union, Fulton and St. Paul	47,626	139,507	3,079	99,327	.....	289,539
Pacific B	.....	16,017	3,920	.....	.....	19,937
Total	73,857	465,294	37,163	344,126	3,345	923,785

Exhibit B—1.

Showing the Number of Cars and Boats from which Grain was received into the several Public Warehouses of Chicago during the year ending October 31, 1894, and the number of said Cars and Boats, Warehouse Receipts for the contents of which have not been Registered.

Name of Firms.	Number of Warehouses	Name of Warehouses.	Number Received.		Number not Registered.	
			Cars	Vessels and canal boats	Cars	Vessels and canal boats
Armour & Co.	8	Armour A and B and Annex C, D and Annex E and F	29,378	279	50	2
Central Elevator Company	2	Central A and B and Annex	17,774	19	120	
City of Chicago Grain Elevator (Limited)	3	Air Line, Galena and Iowa	7,405	288	35	
City of Chicago Grain Elevator (Limited)	4	City, Union, Fulton and St. Paul	7,297	225	64	1
Chicago Elevator Company	2	Wabash and Indiana	9,953	18	38	
Santa Fé Elevator and Dock Company	1	Santa Fé	5,624		62	
Chicago and Pacific Elevator Company	1	Pacific B	1,497		6	
Illinois Trust and Savings Bank	1	Neely	458		4	1
Charles Counselman & Co.	1	Rock Island A	1,679		9	
A. C. Davis	1	Rock Island B	1,300		17	
South Chicago Elevator Company	1	South Chicago C	3,092	18	8	
George A. Seaverns & Co.	1	Alton	1,710	121	18	
National Elevator and Dock Company	1	National	438	89	41	
National Elevator and Dock Company	1	St. Louis	3,734	149		
Total	28		91,339	1,206	472	4

Exhibit B—2.

Showing the Number of Cars of each kind of Grain Received into the several Public Warehouses.

Warehouses.	Winter	Spring	Corn	Oats	Rye	Barley	Total
Armour A, B and Annex C, D and Andex E and F	8,611	452	18,775	1,166	164	210	29,378
Central A and B	3,055	12	11,785	2,887	33	2	17,774
Santa Fé	2,925	5	3,083	311	.....	.....	5,624
Wabash and Indiana	5,398½	27	3,592½	920	15	.....	9,953
Alton	1,144	391	.....	175	.....	.....	1,710
Rock Island A	631	12	967	47	20	2	1,679
Rock Island B	605	10	613	50	11	11	1,300
South Chicago C	2,129	49	878	36	.....	.....	3,092
National	345	14	4	75	.....	.....	438
Neely	406	.....	10	4	.....	38	458
Pacific B	736	728	.....	.....	.....	33	1,497
Air Line, Galena and Iowa	1,831	199	4,951	203	32	189	7,405
City, Union, Fulton and St. Paul	3,746½	165	2,678½	322	11	364	7,297
St. Louis	508	.....	2,952	262	12	.....	3,734
Total	31,371	2,064	50,289	6,468	298	849	91,339

Exhibit B—3.

A Comparative Statement of the amount of Grain Annually Received into Store by the Public Warehouses of Chicago, from 1884 to 1894, both inclusive, and of the Number of Cars, Canal Boats and Vessels from which such Grain was received; also, the Number of Bushels shipped from the Public Warehouses during said time.

	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894
Bushels received	57,550,974	51,175,511	62,022,522	68,543,823	78,595,602	98,635,862	86,015,478	93,626,654	109,868,202	94,676,987	73,839,305
Bushels shipped	59,432,864	46,178,593	61,747,078	75,754,811	73,708,947	101,706,230	85,895,930	94,027,521	99,817,131	91,547,190	68,553,508
Number of cars	103,233	90,401	103,597	108,402	119,644	148,534	125,502	140,941	154,085	121,728	91,339
Number of canal boats	357	467	506	522	319	465	439	331	796	874	1,162
Number of vessels	1	.....	1	.....	1	.....	6	.....	.....	86	44

Exhibit B—4.

A Statement Comparing the Number of Cars Annually Inspected on Track, from 1884 to 1894, both inclusive, with the Number Received into Store during the same years.

	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894
Inspection on track	210,822	212,270	201,103	189,130	211,818	249,883	272,956	277,216	320,572	271,041	217,207
Received into store	103,233	90,404	103,957	108,402	119,644	148,534	125,502	140,941	154,085	121,728	91,339
Inspected but not stored	107,589	121,866	97,146	80,728	92,174	101,249	147,454	136,275	166,487	149,313	125,868

Exhibit C.

Showing the Number and Disposition of Appeals from the Decision of the Grain Inspection Department to the Committee of Appeals, during the year ending October 31, 1894.

Date.	Inspection Sustained.						Inspection Changed.			
	Wheat	Corn	Oats	Rye	Barley	Total	Wheat	Corn	Oats	Total
November, 1893	10	1	1		5	17	4			4
December, "	27			1		28	23			23
January, 1894	17	58				75	1	3		4
February, "	3	6				9	2			2
March, "	2	2				4				
April, "	10	3	3			16	2	3	6	11
May, "	4	5	2			11	1		3	4
June, "	1					1				
July, "	1					1	1		1	2
August, "	5		1			6	7		1	8
September, "	8					8	1			1
October, "	8					8	5			5
Total	96	75	7	1	5	184	47	6	11	64

Note.—In addition to the above cars, there were 1 canal boat of wheat and 2 of corn sustained, and 1 canal boat of wheat, 1 of corn and 1 of oats changed, making a total of 3 boats sustained and 3 changed.

Exhibit D.

Storage Capacity of Chicago Elevators of Class "A" at Date of this report.

Names of Elevators.	Grain received from—	Capacity, Bushels.
Armour A	Chicago, Milwaukee & St. Paul R. R.	1,250,000
Armour B and Annex	Chicago, Milwaukee & St. Paul R. R.	4,250,000
Armour C	Chicago, Burlington & Quincy R. R	1,500,000
Armour D and Annex	Chicago, Burlington & Quincy R. R	2,300,000
Armour E	Chicago, Burlington & Quincy R. R	1,250 000
Armour F	Chicago, Burlington & Quincy R. R	800,000
Central A	Illinois Central R. R.	1,000,000
Central B and Annex	Illinois Central R. R.	1,800,000
Santa Fé	Atchison, Topeka & Santa Fé R. R	1,500 000
Wabash	Wabash	1,500,000
Indiana	Wabash	1,500,000
Alton	Chicago, Alton & St. Louis R. R	1,850,000
Rock Island A	Chicago, Rock Island & Pacific R. R.	1,250,000
Rock Island B	Chicago, Rock Island & Pacific R. R.	1,000,000
South Chicago C	Chicago, Rock Island & Pacific R. R.	1,500,000
Air Line	Chicago & Northwestern (Galena Division)	700,000
Galena	Chicago & Northwestern (Galena Division)	700,000
Iowa	Chicago & Northwestern R. R.	1,500 000
Fulton	Chilago, Milwaukee & St. Paul R. R.	400,000
City	Chicago & Northwestern R. R.	1,000,000
Union	Railroad and Canal	800,000
St. Paul	Chicago, Milwaukee & St. Paul R. R.	900,000
National	Chicago, Alton & St. Louis and Canal	1,000,000
St. Louis	Chicago, Alton & St. Louis and Canal	1,000,000
Pacific B	Chicago, Milwaukee & St. Paul R. R	1,000,000
Neely	Railroads and Canal	700,000
Total capacity		33,950,000

Exhibit E.

Showing the Amounts of the Different Kinds of grain and the Total Amounts in Store in the Public Warehouses of Chicago, at the close of each week during the year ending October 31, 1894.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1893.						
November 4	19,053,692	2,567,520	871,725	224,510	222,200	22,939,647
November 11	18,977,121	1,954,932	790,339	235,973	132,047	22,090,412
November 18	19,315,504	1,575,477	678,542	242,448	142,745	21,954,716
November 25	19,388,339	1,572,589	771,637	242,988	109,714	22,085,267
December 2	19,367,690	1,398,461	773,853	244,814	106,343	21,891,161
December 9	19,212,640	1,425,539	774,768	250,438	89,168	21,752,553
December 16	19,391,752	1,902,497	811,837	247,601	23,928	22,377,615
December 23	19,722,907	2,285,439	759,141	247,601	33,160	23,048,248
December 30	19,946,426	2,664,145	674,654	242,424	38,341	23,565,990
1894.						
January 6	19,908,946	2,996,189	648,335	238,017	17,645	23,809,132
January 13	20,098,257	3,811,679	842,888	239,091	18,511	25,010,426
January 20	20,273,472	4,557,884	854,362	237,618	15,743	25,939,079
January 27	20,508,058	4,090,885	844,053	234,768	15,235	25,692,999
February 3	20,705,307	4,382,747	808,757	229,748	15,235	26,141,794
February 10	20,795,898	4,635,510	849,621	229,748	11,932	26,522,709
February 17	20,816,640	4,776,932	833,361	229,544	11,932	26,698,409
February 24	20,875,600	5,080,648	835,251	229,544	6,933	27,027,976
March 3	20,861,978	5,136,974	808,588	218,256	3,185	27,028,981
March 10	20,883,617	5,589,089	665,803	215,898	65,250	27,419,652
March 17	20,517,937	5,727,878	619,429	211,568	44,325	27,121,137
March 24	20,137,124	5,776,669	626,654	202,685	22,658	26,765,790
March 31	20,112,628	5,661,285	627,680	196,887	8,491	26,606,971
April 7	20,110,284	5,589,985	629,791	196,532	5,575	26,532,167
April 14	20,254,527	5,765,315	629,791	194,531	139	26,844,303
April 21	20,425,193	5,134,342	545,619	194,381	139	26,299,674
April 28	20,247,890	5,003,280	708,501	190,833	139	26,150,643
May 5	19,804,914	4,740,107	800,720	187,891	139	25,533,771
May 12	19,453,289	4,145,071	958,000	174,273	139	24,730,772
May 19	19,243,801	3,576,900	880,754	157,948	139	23,859,542
May 26	19,259,670	3,395,261	507,486	139,208	139	23,301,764
June 2	19,371,513	3,186,785	344,063	128,746	139	23,031,246
June 9	19,193,932	3,049,601	155,027	128,252	139	22,526,951
June 16	19,281,821	2,889,695	107,531	126,252	139	22,405,438
June 23	18,881,793	2,898,164	148,675	125,752	3,428	22,057,812
June 30	18,159,466	2,431,965	96,490	125,552	5,990	20,819,463
July 7	17,699,260	1,737,922	93,377	118,966	5,990	19,655,515
July 14	17,121,473	1,409,613	22,758	100,756	5,990	18,560,590
July 21	16,543,852	1,618,761	23,431	98,350	11,536	18,295,930
July 28	17,369,315	1,514,448	149,080	99,557	139	19,132,529
August 4	18,745,115	1,400,171	356,139	120,789	1,642	20,623,856
August 11	20,354,015	1,422,267	563,674	139,142	3,181	20,493,729
August 18	22,417,109	1,178,994	699,090	141,957	668	24,437,818
August 25	24,338,735	1,263,292	871,119	149,348	9,584	26,632,078
September 1	25,341,961	1,453,844	1,321,280	147,009	16,079	28,280,173
September 8	26,111,702	1,449,946	1,339,485	156,455	8,318	29,065,906
September 15	26,178,078	1,778,344	1,492,856	156,656	18,212	29,624,146
September 22	26,007,714	1,982,241	1,494,059	158,977	44,432	29,687,423
September 29	25,844,689	2,239,371	1,489,417	159,965	71,547	29,804,989
October 6	25,488,028	1,813,521	1,512,030	162,118	39,770	29,015,467
October 13	25,357,945	1,676,345	1,428,802	168,884	45,495	28,677,471
October 20	25,268,762	1,455,899	1,413,628	167,772	65,702	28,371,763
October 27	25,309,007	1,210,540	1,519,612	163,377	60,767	28,263,303

RULES OF PRACTICE

IN

ALL CASES AND PROCEEDINGS BEFORE THE COMMISSION,

Adopted by the Railroad and Warehouse Commission of Illinois.

IN FORCE FROM AND AFTER NOV. 1, 1893.

RULES OF PRACTICE.

1

REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law, will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter. If necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

2

SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interests require it.

3

MEETINGS IN CHICAGO.

The Commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

4

COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent of corporation, society or organization, or other body making the complaint, to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

5

SERVICE OF PETITION.

The Commission will cause a copy of petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail, in its discretion, upon each carrier complained against.

6

ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. Original answers must be filed with the Secretary of the Commission at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

7

SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

8

AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

9

EXTENSIONS OF TIME.

Extensions of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

10

STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

11.

HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

12.

WITNESSES AND SUBPŒNAS.

Subpœnas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpœnas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said applications show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

13.

PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit, for the consideration of the Commission, proposed findings embracing the material facts and propositions of law claimed to be established by the evidence.

14.

PRINTING OF PLEADINGS.

For convenience in reading and filing, it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

15.

COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the Commission shall prescribe.

Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

16.

ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

17.

QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come before the Commission, and if no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which time the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter, or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

18.

MANNER OF CONDUCTING CASES.

In all contested cases, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by counsel or other representatives.

19.

PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable.

20.

CONFLICT OF RULES.

These rules shall not in any way conflict with the rules of practice in crossing and interlocking cases—heretofore adopted by the Commission—but shall be supplemental thereto.

NOTE—For the convenience of those having business with the Commission, we have included under the same cover the rules of practice and forms in crossing and interlocking cases heretofore adopted by our predecessors, also forms to be used in other cases, which the Commission desire shall be used in all cases. Blank forms shall be furnished free of charge upon application to the Secretary.

FORMS.

No. 1.—Complaint against Carrier.

A. B.)
vs.)
The ..... Railroad Co.)

The petition of the above-named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business.)

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and, as such common carrier, is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of.)

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the Commission will make such order in the premises as may seem meet.

Dated at ..... Illinois, ... day of ..... A. D. 18....

A. B.
Complainant's Signature.

State of Illinois,)
..... County.) ss.

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this .... day of ....., A. D. 18..

C. D., *Justice of the Peace.*
(Or other officer authorized to administer oaths.)

FORMS.

No. 2.—Answer.

The ..... Railroad Co.)
ats.)
A. B.)

The above-named defendants, for answer to the complaint in this proceeding, respectfully states:

I. That (here follows the usual admissions, denials and averments.)

Wherefore the defendant prays that the complaint be dismissed.

The ..... Railroad Co.
By E. F. (Title of Officer.)

State of.....)
County of.....) ss.

E. F., being duly sworn, says that he is the ..... of the ..... Railroad Company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this .... day of ....., 18...

C. D., *Justice of the Peace.*
(Or other officer authorized to administer oaths.)

INTERLOCKING DEVICES.

STATUTORY PROVISIONS AND RULES GOVERNING SAME.

STATUTORY PROVISIONS.

Act relating to crossings on the same level; approved June 3, 1887, in force July 1, 1887.

AN ACT *in regard to the dangers incident to railroad crossings on the same level*

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw-bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, work or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary, notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power, in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.

§ 2 The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed systems and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887.

ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1891.

AN ACT *to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.*

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other

safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said Commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

§ 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said Commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing shall be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.

§ 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit

empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted by the said Commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

§ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of $200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

§ 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the Secretary of said Commission.

§ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

For the Information of Railroad Officials:

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches and permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking.

Filing of petitions.

All petitions for examination of interlocking devices must be filed with the Secretary of the Commission, and all communications in relation thereto addressed to the Commission at Springfield, Illinois, through its Secretary.

INFORMATION TO BE FILED WITH SECRETARY OF THE COMMISSION WITH PETITION FOR INSPECTION OF ANY INTERLOCKING PLANT.

I.

Request for approval of plan.

Prior to the commencement of the erection of an interlocking plant, general plan as per the requirements of article II should be submitted to the Secretary, which if found satisfactory, will be approved. On completion of plant, information required in articles III and IV must be filed with the Secretary with request for inspection.

II.

Plan.

A petition for the inspection of any interlocking plant, under the acts of 1887 and 1891, must be accompanied by a complete plan in duplicate, showing the location of all main tracks, sidings, switches, cross-overs, and spurs, together with the position of all switch points, signals, detector bars, locks, tower, etc., the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of not less than one hundred feet to one inch.

The method of handling traffic on each track must be shown, and the grade on same indicated per one hundred feet. The number of lever operating each switch, signal, detector bar or lock must be marked on plan at such switch, signal, detector bar or lock. The plan must show all tracks included within the limits of interlocking.

III.

Diagram of locking.

A complete diagram of locking must be furnished with petition for inspection of any plant. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

IV.

Manipulation sheet.

A manipulation sheet showing the combinations necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection.

V.

Copy of rules.

Where special instructions are issued for the guidance of employés using the tracks within the limits of an interlocking of unusual intricacy, a copy of said instructions should be furnished with the petition for inspection.

IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

VI.

Style of signals.

It being desirable that a uniform system of signals should be used at all interlocking plants, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravitation in case of the breakage of connections between the operating lever and the signal. All signals must be provided with a lamp showing front lens properly focused, and a back light, except as hereinafter provided.

VII.

Home signal.

The home signal should, when practicable, be located on engineman's side of track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the traffic governed by the home signal, the signal must be locked in a horizontal position, showing red or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more from the horizontal, showing a white or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post, the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking plants the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

VIII.

Distant signals.

The distant signal should be located not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of the semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

IX.

Switch indicators.

Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with the switch.

X.

Dwarf signal.

Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. It should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movement becomes necessary, and where necessary in yards.

XI.

Bracket posts.

Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the post on bracket to correspond to the position of the tracks on which movements are to be governed.

XII.

General arrangement of signals.

The signalman in the tower should be able to see the arms or the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front signals are visible to the signalman in the tower, no back lights should be provided. If from any unavoidable cause the arm or light of any signal cannot be seen by the signalman, a repeater or indicator should be provided in the signal tower.

XIII.

Fixed lights in tower.

The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains.

XIV.

Derail points on high speed tracks.

Where the grade is level the derail point on high speed main route track should be located, when practicable, three hundred (300) feet in advance of fouling point which it protects. In case of a descending grade toward the crossing, the derail point should be located so as to give the same measure of safety equal to three hundred (300) feet in advance of fouling point on high speed tracks having level grade. Where a single main high speed track of one railroad crosses another railroad

at the same level, and traffic is carried in both directions on each track, then derails should be provided on each side of the crossing in the manner hereinbefore described for high speed main tracks. Guard rails may be required.

XV.

Derail points on secondary tracks.

On secondary tracks, such as switching, drilling, storage and low speed tracks, the position of derail point should be located so as to give the same measure of safety indicated for high speed tracks.

XVI.

Derail for main track crossing secondary track.

When a crossing is made by a switching, drilling, storage, or low speed track with a high speed track moving traffic in either direction, the derails on high speed tracks should be located on each side of crossing in the manner first described. A derail should be located on the secondary tracks on each side of crossing in the manner described hereinbefore for switching, drilling, storage or low speed tracks.

XVII.

Derails on secondary tracks.

In case one or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of derail in advance of crossing should be governed by the character of traffic upon such tracks, provided that the same measure of safety is applied to such crossings as is required for the protection at crossings of high speed tracks.

XVIII.

Derails on spur tracks or sidings.

In case a spur, siding or switch connects with the main track, between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing regulations.

XIX.

Derails in double track —back-up derails.

In case of double-track crossings where the current of traffic on each track is, as a rule in one direction, a derail should be provided for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The derail should be placed not nearer than one hundred and fifty (150) feet nor more than three hundred (300) feet from crossing.

XX.

Derails — how worked.

In mechanical interlocking plants all derails and point switches, whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter or by an iron or steel rod.

XXI.

Locks for derails, slip switches and movable point frogs.

All slip switches, movable point frogs and derails should be locked either by a separate line of connections from those used to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved pattern. Where the double pointed switch and lock movement is used on main tracks, it should be in connection with bolt lock operated in connection with home signals.

XXII.

Switch movements.

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track.

XXIII.

Detector bars.

All derails and facing point switches should be protected by detector bars. The detector bars must exceed the greatest distance between the adjacent wheels of the longest car, and in no case should they be less than forty-five (45) feet in length. The first interval of the movement of switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must return the detector bar to its normal position—level with the rail. If detector bar is not worked on switch lever, it must be actuated before the switch is moved in either direction.

XXIV.

Detector bars at crossings.

When a crossing is used for drilling with short trains, or where trains make station stop on or fouling the crossing, a detector bar may be required at the crossing. In such cases the bar should be interlocked with the movement that operates the derails, to insure a clear crossing before an opposing route can be set or signal be given.

XXV.

Arrangement of levers in mechanical machine.

In all mechanical interlocking, the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center, and so arranged as to bring the switch levers and locking levers in the center of the frame. The levers operating home signals should be placed next to levers operating switches and locks, and the levers operating distant signals should be placed on the extremities of the frame following the home signal levers. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable frog point levers, black or yellow.

XXVI.

Preliminary locking.

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

XXVII.

Locking of levers.

The levers should be so arranged that while the signals are in their normal position, *i. e.*, at Danger, the levers operating points shall be free to move: *Provided, however*, that the preliminary act of reversing any lever shall lock all signal levers

controlling opposing routes. The arrangement of locking must be such as to make it impossible for signalman to lower signal for the approach of a train until he has first set the points in the proper position for it to pass over route governed by such signals. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

XXVIII.

Signal towers should be so placed and of such height as to afford the best possible view of the functions of the interlocking plant. Signal towers.

XXIX.

Each line of pipe operating points or signals must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures. Automatic compensators.

XXX.

All pipe compensators and cranks must be fixed on suitable foundations. Foundation of pipe compensators and cranks.

XXXI.

In case there are cross-overs, turn-outs or other connecting tracks involved in the general system, the movement of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between cars or trains of different roads, it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing. The material and workmanship must be, in all respects, first-class, and the entire plant must be constructed in accordance with the best practice in signaling, and the plant, as a whole, must, when finished, be complete and perfect, and in every way fit for the purpose of its construction. General requirements.

XXXII.

Inspection for issue of permit will not be made until the entire plant is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission. Plant to be complete when inspection is requested.

XXXIII.

In case any company desires to make any change in the mechanical construction, arrangement or location of any plant now or hereafter operated under permit from the Railroad and Warehouse Commission, or any of the parts of such plant, a Changes in plant after permit is issued.

new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such plant as changed or amended, and any such change made without new permit being procured, in pursuance of this rule, or any change made by any company in the manner of moving traffic within limits of the plant, not contemplated at the time any permit was obtained will be deemed *ipso facto* to work a forfeiture of the original permit.

Prepared and arranged under the direction of the Commission by

DWIGHT C. MORGAN,

Consulting Engineer.

RULES OF PRACTICE

IN

CROSSING AND INTERLOCKING CASES.

I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission, on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or a legal holiday, then the meeting shall be held upon the day following.

II.

If no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearing shall be proceeded with in the same manner as they would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance, that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all intererted parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition, such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager a copy of the petition; but a failure by defendant to receive the latter shall not be taken as a failure of notice.

IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission, as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such next regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

V.

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the Commission, instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation; but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers, unless the Commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commission, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

IX.

Every case which may for any reason remain upon the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Secretary will enter an order to that effect, in such case, without specific action or instructions by the Commission.

X.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpœnas for witnesses in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpœdas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

XII.

The petition mentioned in section 1 of the act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:

To the Railroad and Warehouse Commission of the State of Illinois:

The.....Rail.....Company represents that it owns and operates a certain railroad extending from.....to .....within the State of Illinois; that the main track of said railroad crosses at grade the main track of the..... ....Rail.....Company..... .....in the county of.....: that petitioner desires to unite with the said..... .....Rail..... Company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same; that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and makes said plat a part of this petition.....
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In consideration of the premises, petitioner prays this Commission to give notice to the said.....Rail..... Commission, which is made defendant to this petition, and to proceed to view the site of said crossing, and appoint a time and place for a hearing of this petition, and that upon such hearing the Commission will enter an order prescribing a proper device and machinery for the protection of said crossing in pursuance of an act of the General Assembly, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads, etc.," approved June 2, 1891; and petitioner further prays that the Commission will fix in such order the proportion of the cost for the construction, maintenance and operation of such device which each of the parties hereto shall pay; and prays generally for such other relief as may be appropriate to the case.

.....
Petitioner.

.....
Its Solicitor.

XII.

The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:

Office of the Railroad and Warehouse Commission of the State of Illinois:

To the.....Rail.....Company:

You are hereby notified that on the.....day of....., 189.. the.....Rail.....Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois a petition, praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad and that of the said petitioner, situated .....
.....
in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads, etc.," and you are hereby further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission in the State House, in the city of Springfield, Illinois, on....., the.....day of.....189..., at 9 o'clock A. M., at which time and place the said Commission will proceed to try the question whether or not the said crossing shall be protected by interlockings or other devices, and in case the said companies are unable to agree, to prescribe, if the public good is deemed to require it, what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay: and you can, if you think proper, appear through your proper officers or counsel at the time and place above mentioned, and be fully heard by the Commission upon all the matters involved in said petition.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire

Witness.....Secretary of said Commission, and the seal thereof, at Springfield, Illinois, this..... day of.....A. D. 189..

.....
Secretary.

XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

Office of the Railroad and Warehouse Commission of the State of Illinois:

To the.....Rail.....Company:

WHEREAS, facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cause to believe that the grade crossing between the main tracks of the.....Rail.....Company and the.....Rail.....Company, situated.....
in the county of.....in the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the General Assembly, entitled "An act to protect persons and property from danger at the crossing and junctions of railroads, etc.," approved June 2, 1891:

Now, therefore, you, the said.....
Rail.....Company, impleaded herein with the said.....
.....Rail.....Company are hereby notified and cited to come before the said Railroad and Warehouse Commission at.....
on the..... .....day of.....189.., at the hour of.....o'clock....M., then and there to show cause why you should not be required to unite with said.....
Rail.....Company in providing said crossing with such safety appliances, devices and machinery, as may, in the judgment of said Commission, after full hearing, be thought requisite for the proper protection thereof; and said Commission, in case the protection of said crossing is, after hearing, deemed necessary, will also, unless the companies agree thereon; prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of cost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel, be fully heard at the time and place specified, if you see fit to appear.

Witness.....Secretary of said Commission and the seal thereof, at Springfield, Illinois this..... day of.....A. D. 189..

.....

Secretary.

XV.

The form of notification to be given in cases arising under the act of 1889, concerning crossings, may be in substantially the following form:

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the.....Rail.....Company:

You are hereby notified that on.....day of.....
189.., the.....Rail.....Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois, a petition praying the Commission for leave to cross with its tracks the main line of your railroad at.....in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly approved May 27, 1889, entitled, "An act in relation to the crossing of one railroad by another, and to prevent danger to life and property from grade crossings;" and you are further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission, in the State House, in the city of Springfield, Illinois, on..... the.....day of.....
189.., at 9 o'clock A. M., at which time and place you can appear through your proper officers or counsel and be heard upon the questions involved in said petition, if you see fit to do so.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness.....Secretary of said Commission and the seal thereof, at Springfield, Illinois, this..... day of.....A. D. 189..

.....

Secretary.

RULES

ADOPTED BY THE

Railroad and Warehouse Commissioners

For the Administration of the Departments of Grain Inspection and Warehouse Registration in the City of Chicago, and for the Government of the Committee of Appeals.

IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

RULES

Prescribed by the Board of Railroad and Warehouse Commissioners for the Administration of the Departments of Grain Inspection and Warehouse Registration in the City of Chicago, and in Force from and after September 1, 1893.

Rule I.—Office Hours.

The offices of the Chief Inspector of Grain and the Warehouse Registrar for the City of Chicago shall be open for business at 8 o'clock A. M. from the 15th day of April to the 15th day of November, and at 9 o'clock A. M. during the remainder of the year, and shall be kept open for business until 5 o'clock P. M. during the entire year.

Rule II.—Books and Records.

The said Chief Inspector shall keep a set of books in which shall be entered an accurate account of all grain inspected, showing the quantity and quality of each variety, the amount of inspection fees chargeable thereon, by whom payable and the amount collected: which books shall be open at all times to the inspection of the Commissioners. He shall also keep books of record of the inspection, accurately describing the separate lots of grain inspected, and shall on application, furnish the Warehouse Registrar with such information as may be necessary to enable that officer to keep a record of all grain inspected into and out of all warehouses of Class "A."

Rule III.—Duties of the Chief Inspector.

The said Chief Inspector shall have a general supervision of all assistant inspectors and employés of his department, and enforce all laws, rules and regulations pertaining thereto, and shall report promptly if, in his opinion, the services of any employé can properly be dispensed with. It shall be his duty to assign all assistant inspectors to their respective posts, and to change the assignment of all third assistant inspectors at least every sixty days if, in his judgment, the service would be benefited thereby.

In case of emergencies the said Chief Inspector shall have power to employ temporarily, in accordance with law, such additional help as the exigencies of the service may, in his opinion, demand; certifying that such additional help was necessary and reporting the same monthly to the Commissioners.

And it shall be the duty of said Chief Inspector, when, in his judgment, the interest of the service demands immediate action, to relieve from duty any of the employés in his department for any gross violation of duty,

and at once report the same to the Commissioners, with such facts in the case as may be at his command upon which such action shall have been taken.

Rule IV.—Monthly Reports and Pay Rolls.

The said Chief Inspector shall, previous to the first Tuesday after the first Saturday in each month, transmit to the office of the Commission a statement (in duplicate) of (1) the amount of cash receipts from any and all sources during the previous month; (2) the amount of uncollected bills due the department, and a list of the names of persons or firms from whom due, with the respective amounts due from each; (3) the expenses of the department for the previous month, the statement to be accompanied by the bills of said expenses and the pay rolls, giving the names and duties of all employés of the department (including those employed in the office of the Warehouse Registrar and the Committee of Appeals) and the amount due to each; said bills and pay rolls being certified as correct by the Chief Inspector and Warehouse Registrar, as the case may be.

Upon the approval of said bills and pay rolls by the Commission, and the return of the same to the Chief Inspector, the said Chief Inspector shall forthwith proceed to pay the said bills and pay rolls from the funds of the department, and file the same, duly receipted, in his office as vouchers for such payment.

Rule V.—Collection and Disbursement of Funds.

The Chief Inspector is hereby authorized and directed to collect such charges for inspection of grain as may be established from time to time by the Railroad and Warehouse Commission, and all other moneys that may become due on account of inspection service in the City of Chicago, and deposit the same to his own credit as Chief Inspector, to be drawn by him as Chief Inspector for the payment of salaries and other expenses of the department, upon pay rolls and bills of expense approved by the Commission, as approved in Rule IV. above.

He shall also daily report to the Commissioners the amount of collections made by him as Chief Inspector.

He is also authorized to make such arrangements for the collection of said inspection fees as he may deem proper, reporting the same to the Commissioners for their approval; and enforcing all such provisions in the premises as the Commissioners may enact.

Rule VI.—Fees for Inspection.

The said Chief Inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction, as follows:

For Inspection on Arrival—Twenty-five cents per car load, ten cents per wagon load; forty cents per 1,000 bushels from canal boats, or vessels, and one-fourth of one cent per bushel from bags.

For Inspection from Store—Fifty cents per 1,000 bushels to vessels; thirty-five cents per car load to cars; thirty-five cents per car load to teams, or ten cents per wagon load to teams.

Rule VII.—Custody of the Funds, Books and Property.

The said Chief Inspector shall deliver to his successor in office all moneys, books, papers and other property remaining in his hands or subject to his control at the expiration of his term of office, or upon his removal from or discontinuance in office as such Chief Inspector, or turn the same over to the Board of Railroad and Warehouse Commissioners at any time when demanded by said Commissioners.

Rule VIII.—Basis of Inspection.

The grading and inspection of grain shall be strictly in accordance with the provisions of the thirteenth section of the act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to Article XIII of the constitution of the State of Illinois, approved April 25, 1871; in force July 1, 1871.

Rule IX.—"Plugged," "Loaded" or "Scoured" Grain.

The said Chief Inspector and all persons inspecting grain under his direction shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been "plugged" or otherwise improperly "loaded" for the purpose of deception. Wheat which has been subjected to "scouring" or to some process equivalent thereto, shall not be graded higher than No. 3.

Rule X.—Attempts at Fraud or Interference.

All persons employed in the inspection of grain shall promptly report to the chief inspector in writing all attempts to defraud the system of grain inspection established by law; and all instances where warehousemen shall deliver, or attempt to deliver, grain of a lower grade than that called for by the warehouse receipt.

They shall also in the same manner report all attempts of receivers or shippers of grain, or any other person interested therein, to instruct, or in any improper way to influence the action or opinion of any inspector in the discharge of his duty; and the chief inspector shall report all such cases to the Commission.

Rule XI.—Terms and Service of Employes.

All persons appointed by the Commission to fill the various positions under the law, will hold the several positions for such time only as, in the judgment of the Commission, the interests of the service in which they may be employed shall demand.

And the compensation of all persons so appointed shall cease at the time their services are dispensed with.

Rule XII.—Perquisites Prohibited.

The employés of the Inspection Department are hereby prohibited from asking or receiving compensation from any railroad company, warehouseman, vessel owner or agent, or any other person, for any service rendered in the line of their duty as such employés. Any employé guilty of this offense shall be discharged from the service.

Rule XIII.—Sunday and Other Extra Service.

If any railroad company with a terminus at Chicago, any warehouseman, shipper, vessel owner or agent or any other proper person, shall desire the service of any employé of the Grain Inspection Department for the purpose of inspecting grain or doing other work in the line of his duty as such employé on Sunday, or on a legal holiday, or at night, said company, warehouseman or person shall apply to the Chief Inspector of Grain for the service of such employé; and the Chief Inspector shall, if in his opinion great necessity exists for the service being rendered on Sunday or a legal holiday or at night, require such employé to perform the duty: *Provided*, That no employé shall be required to do any service in the line of his duty on Sunday if he has conscientious scruples against Sunday labor: *And, provided, further*, That no grain shall be inspected out of any elevator after dark unless the person requesting such inspection shall furnish to

the Chief Inspector, or to the inspector having charge of the elevator where such service is to be performed, a night order, written upon the blanks furnished by the department for that purpose, and signed by the owners of the grain, relieving the inspector from all responsibility for damage which may be caused by such mistakes as are liable to occur by reason of the darkness; and in every case the inspector must be personally present during the delivery of such grain on board.

Rule XIV.—Compensation for Extra Service.

Extra compensation at the rate of the regular wages of the employé shall be paid by the Grain Inspection Department to any employé who shall be required to do any work on Sunday, or a legal holiday, as provided in Rule XIII, and any employé who shall be required to work at night, as provided in said rule, shall receive upon each night order which shall be completed before midnight the sum of three dollars, and upon all night orders requiring his presence after that time, five dollars. The cost of such service to the department shall be charged and collected from the company, warehouseman, vessel owner, agent or other person at whose request it was rendered.

Rule XV.—Duties of the Warehouse Registrar.

It shall be the duty of the Warehouse Registrar to keep a registration book for each elevator of class "A" doing business in Chicago, in which shall be entered a correct description of each warehouse receipt that may be registered. And it shall furthermore be his duty to have the warehousemen or merchants present any and all such receipts for registration at once, after the inspection of the grain and the report thereof made to this office by the inspector stationed at the respective elevator.

When such receipts are presented for registration the said Registrar shall carefully compare the same with the returns which shall have been made to him by the inspectors stationed at the respective elevators, and if he shall thereby be satisfied of the correctness of the same, he shall stamp them with a proper stamp for that purpose, containing, in legible letters the date of such presentation and the name of the Registrar, with the title of his office, "Warehouse Registrar. Chicago;" but if he shall find that any differences exists, he shall institute a thorough examination into the reasons therefore, and shall have such error corrected before affixing his stamp.

And if it shall appear that any fraud in the issuance of such receipts shall have been attempted by the warehousemen, the said Registrar shall at once report the same to the Commission.

Rule XVI.—Accumulations of Grain, Shortages and Substituting Receipts.

When cleaning out a certain kind of grain, it shall be the duty of the elevator men to report to the Warehouse Registrar the correct amount, grade and kind of any and all accumulations. The said Registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

In case of a shortage the elevator men will make a sworn statement to that effect to the said Registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such amounts.

In no case will the Registrar permit substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation.

Rule XVII—Registration Records.

The said Registrar shall carefully preserve all reports of receipts and shipments made to his office by the elevators of class "A," in pursuance of law, or such regulations as may be established, and shall keep an accurate account of the grain so reported, in proper books, with each warehouse firm of class "A," and when such reported shipments shall agree with the receipts cancelled for each shipment, he shall mark "cancelled," with the date thereof, on his registration book, opposite the recorded description of such receipt.

Rule XVIII.—The Registrar's Assistants.

The said Registrar shall have general supervision over his assistants and such employés as the Commission may appoint, and shall direct all such employés in the discharge of their duties. In case of emergencies he shall have power to employ temporarily such additional assistants as the exigencies of the service may demand, reporting the same monthly to the Commission, and certifying that such additional assistance was necessary. He shall also report to the Commission monthly, if, in his opinion, the services of the persons so employed can be properly dispensed with.

Rule XIX.—Warehouse Licenses.

The said Registrar shall procure from the clerk of the circuit court of Cook county, and keep in his office, a complete list of all warehouse licenses granted by said circuit court of Cook county.

RULES

For the Government of the Committee of Appeals, Established by the Board of Railroad and Warehouse Commissioners, and in Force from and after September 1, 1893.

Rule I.—How Appeals Must be Taken.

Any person, owner, consignee, warehouseman or shipper desiring to take an appeal from the decision of any grain inspector, as provided by law, shall make his said appeal in writing in a "Record of Appeals" provided for that purpose in the office of the Warehouse Registrar, clearly setting forth the kind, grade and locality of the grain in question, within twenty-four hours after the report of said inspector shall have been made; and in case such appeal shall not be taken within twenty-four hours, as aforesaid, or in case the grain in dispute shall have passed into a warehouse or away from the warehouse after inspection from store, or shall in any other manner have lost its identity, then the right of appeal shall be deemed waived and shall no longer exist.

Rule II.—Notices to the Committee.

It shall be the duty of the Warehouse Registrar, immediately upon receiving an appeal, as aforesaid, to ascertain from the Chief Inspector whether the car, canal boat or vessel in question has been entered in his office for re-inspection; and if it has not, to issue a notice to each member of the Committee of Appeals, apprising them of the fact of such appeal, and stating the kind and location of the grain, and the grade given to it by the local inspector; but if such car, canal boat or vessel shall have

been entered in the office of the Chief Inspector for re-inspection, then notices to the committee, as above provided, shall not be issued until report of such re-inspection shall have been made.

Rule III.—Duties of the Committee.

It shall be the duty of the Board of Appeals, upon the receipt of notice as aforesaid, to proceed at once to carefully examine the grain in question, and render their decision as to the quality and grade thereof, in accordance with the legal standard established by the Railroad and Warehouse Commission under the laws of the State, in writing, upon the "Record of Appeals" provided for the purpose in the office of the Warehouse Registrar, said decision to be final, and the Chief Inspector shall, when so requested, issue a certificate of the grade of the grain in question in accordance with the decision of the Committee of Appeals.

It shall also be the duty of said Committee of Appeals to furnish to the Chief Inspector a fair sample of each lot of grain, the grade of which has been changed by them.

Rule IV.—Deposit Charged for an Appeal.

In every case of appeal from the decision of the Inspection Department, if the appeal be on a car load, the appellant shall, at the time of taking his appeal, deposit with the Warehouse Registrar the sum of $5; and if on a boat load the sum of $9; which sum shall, upon demand, be returned to the appellant if the appeal be sustained; but, if the appeal be not sustained, said sum shall be turned over within two days to the Chief Inspector, to be by him deposited with the funds of the department.

Rule V.—Withdrawal of Appeal.

In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat or car, then the said deposit of fees shall, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the "Record of Appeals," it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without forfeiture of the fees deposited.

Rule VI.—Records of the Committee.

The Warehouse Registrar shall keep in his office a correct record of all the official acts of said Committee of Appeals, and shall, immediately after each decision of said committee changing the grade of any lot of grain, report such change to the Chief Inspector.

RULES

For the Government of the Assistant Inspectors and Helpers, Established by the Chief Inspector and Approved by the Board of Railroad and Warehouse Commissioners, and in Force from and After September 1, 1893.

Rule I.—Hours of Service.

Assistant inspectors and helpers will be at their posts and ready for business on the railroad tracks or at the elevators to which they may be assigned, at 7 o'clock A. M. each morning from the 15th day of March to the 15th day of November, and at 8 o'clock A. M. during the remainder of the year. They will remain at their posts until 6 o'clock P. M. from the 15th day of April until the 1st day of October, and until 5 o'clock P. M. during the remainder of the year.

Rule II.—Earlier Hours.

When the receipts are large and the interests of the trade require an early inspection, all assistant inspectors and helpers assigned to duty on the track will begin work at as early an hour as practicable.

Rule III.—Evening Work.

Inspectors stationed at elevators will, when necessary to complete the cargo or shipment upon which they may be engaged, remain on duty as late in the evening as they can see to inspect grain safely.

Rule IV.—Wet Weather and Darkness.

No inspector stationed at an elevator is allowed to inspect out of store after dark or in wet weather, except on receipt, personally, or through the office of the Chief Inspector, of an order written upon the printed blanks furnished by the department, filled and signed by the owner of the grain, or his authorized agent, relieving such inspector of all responsibility for damage which may be caused by such wet weather, or loss by such errors as are liable to occur by reason of darkness, but in every case the inspector must be personally present when the grain is actually delivered on board, making his report of the inspection after such actual delivery.

Rule V.—Vessels and Cars to Be Clean.

Assistant inspectors stationed at elevators will see that the vessel or car into which they may inspect grain is clean and in proper condition to receive the same.

Rule VI.—Returns and Records of Assistants.

All entries in registration, shipping and track books, of grade, weight, quality, character and general remarks relating to the grain, must be plainly written and correctly footed; observation to be avoided as much as possible, that no mistakes may be made in copying the same.

Entries on track and registration books must be continuous, in order that there be but one footing of columns to each daily report sent to this office. All inspection tickets placed upon cars by inspectors on track must be plainly written with the aniline pencil furnished for that purpose.

Each assistant inspector in charge of track inspection must sign his name and official rank to each daily return of inspection, and each inspector stationed at an elevator will sign his name and rank to each stub and duplicate on each page of his shipping book, and at the end of his daily report on registration book.

Rule VII.—Duties of the Messenger.

It shall be the duty of the messenger to collect from the different inspection stations the books containing the daily reports of inspection, and from the elevators the registration and shipping books and samples of shipments, so timing his trips that the collections from the elevators shall be returned to this office by 8 o'clock A. M., and the books from the inspection stations by 11 o'clock A. M. each day. He shall also collect from the elevators or tracks such samples of grain as may be required for the use of this office.

Rule VIII.—Hours of Making Reports.

Inspectors at elevators will have their shipping and registration books written up at night, that the messenger may collect them on his first or early morning trip, arriving at this office at 8 o'clock A. M. Said inspectors will make up their reports of receipts into store at 12 o'clock, noon, on the last day of each month, and immediately forward the same to the registration office.

Rule IX.

Any use whatever of malt, vinous or spirituous liquors by the employés of the department is strictly prohibited. The penalty for *any* violation of this rule shall be suspension, and the penalty for intoxication shall be discharge from the service.

Wm. S. Cantrell,
C. F. Lape,
Thomas Gahan,
Commissioners.

J. W. Yantis, *Secretary.*

Springfield, Ill., September 1, 1893.

RULES

GOVERNING THE INSPECTION OF GRAIN IN THE CITY OF CHICAGO, STATE OF ILLINOIS.

In Force from and after November 14, 1892.

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners establishing a proper number and standard of grades for the inspection of grain, as revised by them; the same to take effect on and after the 14th day of November, 1892, in lieu of all rules on the same subject heretofore existing:

Rule 1—Winter Wheat.

No. 1 White Winter Wheat—shall be pure White Winter Wheat, or Red and White mixed; sound, plump and well cleaned.

No. 2 White Winter Wheat—shall be White Winter Wheat, or Red and White mixed; sound and reasonably clean.

No. 3 White Winter Wheat—shall include White Winter Wheat, or Red and White mixed, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—shall be pure Red Winter Wheat of the long-berried varieties, sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—shall be of the same varieties as No. 1, sound and reasonably clean.

Hard Winter Wheat—The grades of Nos. 1, 2 and 3 Hard Winter Wheat shall correspond in all respects with the grades of Nos. 1, 2 and 3 Red Winter Wheat, except that they shall be of the Turkish variety.

In case of mixture of Turkish Red Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof and classed as Hard Winter Wheat.

No. 1 Red Winter Wheat—shall be pure Red Winter Wheat of both light and dark colors, of the shorter-berried varieties; sound, plump and well cleaned.

No. 2 Red Winter Wheat—shall be Red Winter Wheat of both light and dark colors; sound and reasonably clean.

No. 3 Red Winter Wheat—shall include Red Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

In case of the mixture of Red and White Winter Wheat it shall be graded according to the quality thereof, and classed as White Winter Wheat.

No. 1 Colorado Wheat shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Colorado Wheat—shall include Colorado Wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

Rule 2—Spring Wheat.

No. 1 Northern Spring Wheat—must be northern grown Spring Wheat, sound and well cleaned, and must contain not less than 50 per cent. of the hard varieties of Spring Wheat.

No. 1 Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Spring Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Spring Wheat—shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat—shall include Spring Wheat damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

White Spring Wheat—The grades of Nos. 1, 2 and 3 White Spring Wheat shall correspond with the grades of Nos. 1 2 and 3 Spring Wheat, except that they shall be of the White variety, or shall contain 5 per cent., or more, of such White Wheat.

Black Sea and Flinty Pfife Wheat—shall in no case be inspected higher than No. 2, and Rice Wheat no higher than No. 4.

Frosted Wheat—shall in no case be graded higher than No. 4, except that the grade of No. 3 may contain as much of said Frosted Wheat as it is customary to allow of Wheat damaged in any other way.

Rule 2½—Mixed Wheat.

The grades of Nos. 2 and 3 Mixed Wheat shall be equal in quality to the grades of Nos. 2 and 3 Red Winter Wheat, except that they shall include mixtures of Spring and Winter Wheat.

Rule 3.—Corn.

No. 1 Yellow Corn—shall be yellow, sound, dry, plump and well cleaned.

No. 2 Yellow Corn—shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 Yellow Corn—shall be three-fourths yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 White Corn—shall be sound, dry, plump and well cleaned.

No. 2 White Corn—shall be seven-eights white, dry, reasonably clean, but not plump enough for No. 1.

No. 3 White Corn—shall be seven-eights white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 Corn—shall be Mixed Corn, of choice quality, sound, dry and well cleaned.

No. 2 Corn—shall be Mixed Corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 Corn—shall be Mixed Corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Corn that is badly damaged, damp or very dirty shall be graded no higher than No. 4.

Corn that is wet or in heating condition shall not be graded.

Rule 4.—Oats.

No. 1 White Oats—shall be white, sound, clean and reasonably free from other grain.

No. 2 White Oats—shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

No. 3 White Oats—shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 1 White Clipped Oats—shall be white, sound, clean, reasonably free from other grain, and shall not weigh less than thirty-six pounds to the measured bushel.

No. 2 White Clipped Oats—shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain, and shall weigh not less than thirty-four pounds to the measured bushel.

No. 1 Oats—shall be Mixed Oats, sound, clean and reasonably free from other grain.

No. 2 Oats—shall be sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—shall be all Oats that are damp, unsound, dirty, or from any other cause unfit for No. 2.

Rule 5.—Rye.

No. 1 Rye—shall be sound, plump and well cleaned.

No. 2 Rye—shall be sound, reasonably clean and reasonably free from other grain.

No. 3 Rye—All Rye damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as No. 3.

Rule 6.—Barley.

No. 1 Barley—shall be sound, plump, bright, clean, and free from other grain.

No. 2 Barley—shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3 Barley—shall include slightly shrunken and otherwise slightly damaged Barley, not good enough for No. 2.

No. 4 Barley—shall include all barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—shall include all Barley which is badly damaged, or from any cause unfit for malting purposes, except that Barley which has been chemically treated shall not be graded at all.

Scotch Barley—The grades of Nos. 1, 2 and 3 Scotch Barley shall correspond in all respects with the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Scotch variety.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety grown in the Territories and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Chevalier variety grown in the Territories and on the Pacific Coast.

Rule 7.

The word "new" shall be inserted in each certificate of inspection of a newly-harvested crop of Oats until the fifteenth day of August; of Rye, until the first day of September; of Wheat, until the first day of November, and of Barley until the first day of May of each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars, excepting the distinctions hereby established between the new and the old crop; and shall apply to grain inspected from store for two months after the times respectively above specified.

Rule 8.

All grain that is warm or that is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

Rule 9.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

Rule 10.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his book.

RULE.

All grain in store in any warehouse of Class "A" at the time any amendment to the established rules of inspection (affecting such grain) may hereafter go into effect shall be inspected out (in satisfaction of warehouse receipts dated prior to that time only) in accordance with the rules as they stood prior to such amendment.

No claim for damages on account of error in the inspection of any lot of grain (except grain inspected from public warehouses in accordance with law) will be entertained or allowed by the Board of Railroad and Warehouse Commissioners, unless complaint of such inspection shall be made to the Chief Inspector before the grain in question shall be removed from the car in which it is inspected, or before it shall leave the jurisdiction of the Department.

Grain transferred from the car in which it was inspected to another must be inspected after transfer to entitle the owner to have any claim arising thereunder considered by the Board of Railroad and Warehouse Commissioners.

LIST OF

RAILROAD OFFICIALS.

CHICAGO, SANTA FE & CALIFORNIA RAILWAY COMPANY.

Leased by Atchison, Topeka & Santa Fe Railroad Company.

OFFICERS.

Title.	Name.	Location of Office.
President	J. W. Reinhart	Boston, Mass
First Vice President	D. B. Robinson	Chicago, Ill
Secretary	D. L. Gallup	"
Treasurer	D. L. Gallup	"
Assistant Secretary	L. C. Deming	Boston, Mass
Assistant Secretary	E. Wilder	Topeka, Kas
Assistant Treasurer	G. L. Goodwin	Boston, Mass
General Counsel	J. J. McCook	New York
General Solicitor	G. R. Peck	Chicago, Ill
Comptroller	J. P. Whitehead	Boston, Mass
General Auditor	W. K. Gillett	Chicago, Ill
Assistant General Auditor	W. A. Burroughs	Boston, Mass
Auditor	S. L. Crim	Chicago, Ill
Chief Engineer	James Dun	Topeka, Kas

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. J. McCook	New York, N. Y.	Term expires on Saturday next following last Thursday in October at year opposite name. 1897
Norman Williams	Chicago, Ill	"
J. W. Reinhart	Boston, Mass	1894
D. B. Robinson	Chicago, Ill	"
Edson Keith	"	"
J. B. Morrison	Fort Madison	1895
G. R. Peck	Chicago, Ill	"
Nelson Morris	"	"
C. B. Farwell	"	"
Abram Poole	"	1896
B. P. Cheney	Boston	"
Alden Speare	"	"

ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY IN CHICAGO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	George C. Magoun	New York, N. Y.
President	J. W. Reinhart	Boston, Mass.
First Vice President	D. B. Robinson	Chicago, Ill.
Secretary	D. L. Gallup	"
Treasurer	D. L. Gallup	"
General Counsel	John J. McCook	New York, N. Y.
General Solicitor	George R. Peck	Chicago, Ill.
Assistant Treasurer	George L. Goodwin	Boston, Mass.
Comptroller	Jno. P. Whitehead	"
General Auditor	W. K. Gillett	Chicago, Ill.
Auditor	S. L. Crim	"
Assistant General Auditor	W. A. Burroughs	Boston, Mass.
Assistant Secretary	L. C. Deming	"
Assistant Secretary	E. Wilder	Topeka, Kas.
Chief Engineer	Jas. Dun	"

DIRECTORS.

Name.	Postoffice Address	Date of Expiration of Term.
D. B. Robinson	Chicago, Ill.	The Saturday next following the last Thursday in October. 1897
Arthur F. Towne	"	"
Jno. J. McCook	New York, N. Y.	"
Geo. R. Peck	Chicago, Ill.	1894
S. B. French	"	"
O. S. A Sprague	"	"
D. L. Gallup	"	1895
Norman Williams	"	"
E. A. Hamill	"	"
Geo. C. Magoun	New York City	1896
Thomas Baring	"	"
Benj. P. Cheney	Boston, Mass	"
J. W. Reinhart	"	"

THE MISSISSIPPI RIVER & TOLL BRIDGE COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. W. Reinhart	Boston, Mass.
First Vice President	D. B. Robinson	Chicago, Ill.
Secretary	D. L. Gallup	"
Treasurer	D. L. Gallup	"
General Counsel	John J. McCook	New York, N. Y.
General Solicitor	George R. Peck	Chicago, Ill.
Assistant Treasurer	George L. Goodwin	Boston, Mass
Comptroller	John P. Whitehead	"
General Auditor	W. K. Gillett	Chicago, Ill.
Auditor	S. D. Crim	"
Assistant General Auditor	W. A. Burroughs	Boston, Mass.
Assistant Secretary	L. C. Deming	"
Assistant Secretary	E. Wilder	Topeka, Kas.
Chief Engineer	James Dun	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. W. Reinhart	Boston, Mass	The Saturday next following the last Thursday in October, 1894.
Isaac T. Burr	"	
George R. Peck	Chicago, Ill	
J. B. Morrison	Fort Madison, Iowa	
Charles H. Peters	" "	

BALTIMORE & OHIO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
General Attorney	John K. Cowen	Baltimore, Md
Comptroller	H. D. Bulkley	"
Auditor	W. T. Thelin	"
General Manager	R. B Campbell	"
Chief Engineer	W. T. Manning	"
General Superintendent	J. VanSmith	Chicago, Ill
Division Superintendent	P. C. Sneed	Garrett, Ind.
Superintendent of Telegraph	C. Selden	Baltimore, Md
Traffic Manager, Freight	F. Harriott	"
General Freight Agent	C. S. Wight	Pittsburg, Pa.
General Passenger Agent	C. O. Scull	Baltimore, Md
Assistant General Passenger Agent	L. S. Allen	Chicago, Ill
General Baggage Agent	R. E Peddicord	Baltimore, Md
Agent In Illinois for transfer of stock	G. A. Richardson	Chicago, Ill

DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
James Walsh	Chicago, Ill	April, 1895
C. C. Clark	"	" "
H. E. Wearer	"	" "
John Tyrrell	"	" "
Orland Smith	Baltimore, Md	" "
Carroll Sprigg	New York, N. Y	" "
I. G. Lombard	Chicago, Ill	" "
George R. Dennis	Frederick, Md	" "
John K. Cowen	Baltimore, Md	" "

BALTIMORE & OHIO & CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Orland Smith	Baltimore, Md
Secretary	G. A. Richardson	Chicago, Ill
Treasurer	G. A. Richardson	"

BELT RAILWAY COMPANY, OF CHICAGO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Volney T. Malott	Chicago, Ill
President	B. Thomas	"
Secretary	M. J. Clark	"
Treasurer	J. E. Murphy	"
General Solicitor	C. M. Osborn	"
Auditor	M. J. Clark	"
General Manager	B. Thomas	"
Chief Engineer	F. C. Doran	"
Master of Transportation	J. M. Warner	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford	Chicago, Ill	June 5, 1895
W. J. Spicer	Detroit, Mich	"
Chas. M. Hays	St. Louis, Mo	"
E. B. Thomas	New York, N. Y	"
Samuel Thomas	"	"

CENTRALIA & CHESTER RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	T. B. Needles	Nashville, Ill
Secretary	S. S. Dwight	Centralia, Ill
General Counsel	S. S. Dwight	"
Auditor	B. Stillson	Sparta, Ill
General Manager	R. H. Rosborough	"
Chief Engineer	H. W. Schmidt	"
General Freight Agent	E. A. Burrill	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Isaac Freeze	New York City	February 12, 1895
J. M. McCetchem	Monmouth, Ill	"
H. W. Schmidt	Sparta, Ill	February 12, 1896
W. J. Rosborough	"	"
Abraham Van Sickles	Jamaica Islands	"
T. B. Needles	Nashville, Ill	February 12, 1897
S. S. Dwight	Centralia, Ill	"

CHICAGO & ALTON RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	T. B. Blackstone	Chicago, Ill
Vice President	Chas. H. Chappell	"
Secretary	C. H. Foster	"
General Solicitor	William Brown	"
Auditor	Chauncey Kelsey	"
General Manager	C. H. Chappell	"
General-Manager's Assistant	J. H. Wood	"
Chief Engineer	H. C. Draper	"
General Superintendent	Willis E. Gray	Bloomington, Ill
General Freight Agent	H. H. Courtwright	"
Assistant General Freight Agent	S. H. Fulton	Chicago, Ill
Assistant General Freight Agent	F. A. Wann	St. Louis, Mo
Assistant General Freight Agent	A. Newman	Kansas City, Mo
General Passenger Agent	James Charlton	Chicago, Ill
Assistant General Passenger Agent	George J. Charlton	"
General Baggage Agent	C. Huntington	"
Agent in Illinois for transfer of stock	C. H. Foster	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John J. Mitchell	St Louis, Mo	1st Monday, April, 1897
W. N. Blackstone	Norwich, Conn	" " 1897
A. C. Bartlett	Chicago, Ill	" " 1897
T. B. Blackstone	"	" " 1895
John B. Drake	"	" " 1895
Morris K. Jessup	New York, N. Y	" " 1895
James C. McMullin	Chicago, Ill	" " 1896
John A. Stewart	New York, N. Y	" " 1896
Albert A. Sprague	Chicago, Ill	" " 1896

JOLIET & CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John B. Drake	Chicago, Ill
Secretary	Charles H. Foster	"
Agent in Illinois for transfer of stock	Charles H. Foster	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
T. B. Blackstone	Chicago, Ill	April, 1895
J. C. McMullin	"	"
John B. Drake	"	"
Norman Williams	"	"
Marshall Field	"	"

MISSISSIPPI RIVER BRIDGE COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. H. Chappell	Chicago, Ill
Secretary	Charles H. Foster	"
Treasurer	"	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John J Mitchell	St. Louis, Mo	April, 1895
T. B. Blackstone	Chicago, Ill	"
J. B. Drake	"	"
A. A. Sprague	"	"
Charles H. Chappell	"	"

CHICAGO & CALUMET TERMINAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	H. C. Payne	Milwaukee, Wis
First Vice President	J. B. Williamson	New York, N. Y
Secretary	Geo. P. Miller	Milwaukee, Wis
Treasurer	G. S. Baxter	New York, N. Y
General Attorney	K. K. Knapp	Chicago, Ill
General Auditor	J. A. Barker	New York, N. Y
Auditor	E. Shearson	Chicago, Ill
General Manager	S. R. Ainslie	"
Chief Engineer	E. J. Pearson	"
Superintendent	E. R. Knowlton	"
Assistant General Freight Agent	H. S. Hawley	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry C. Payne	Milwaukee, Wis	
Jas. B. Williams	New York, N. Y	
F. H. Fogarty	Chicago, Ill.	
W. N. Wilson	"	
E. K. Pummett	"	

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

OEFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	H. H. Porter	Chicago, Ill
President	M. J. Carpenter	"
First Vice President	O. S. Lyford	"
Second Vice President	C. W. Hillard	"
Secretary	H. A. Rubidge	"
Treasurer	C. W. Hillard	"
General Counsel	W. H. Lyford	"
General Attorney	W. J. Calhoun	"
Assistant Treasurer	A. R. Flower	New York, N. Y
Assistant Secretary	H. J. Messing	Chicago, Ill
Auditor	H. A. Rubidge	"
Chief Engineer	W. S. Dawley	"
General Superintendent	E. P. Broughton	"
Superintendent	F. L. Corwin	Danville, Ill
Superintendent of Telegraph	W. J. Stoneburner	"
General Freight Agent	H. E. Felton	Chicago, Ill
Assistant General Freight Agent	Wm. Campbell	"
General Passenger Agent	Chas L. Stone	"
General Ticket Agent	Chas. L. Stone	"
General Baggage Agent	R Bookwalter	"
Superintendent of Motive Power	Allan Cooke	Danville, Ill
Agent in Illinois for transfer of stock	H. A. Rubidge, Secretary	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. H. Porter	Chicago, Ill	June, 1895
M. J. Carpenter	"	"
A. R. Flower	New York, N. Y	"
Henry Seibert	"	"
H. H. Stevens	Boston, Mass	" 1896
Geo. H. Ball	"	"
O. S. Lyford	Chicago, Ill	"
C. W. Hillard	"	" 1897
R. M. Hoe	New York, N. Y	"
Benj. Brewster	"	"
J. G. English	Danville, Ill	"

CHICAGO & WESTERN INDIANA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Volney T. Malott	Chicago, Ill
President and General Manager	B. Thomas	"
Secretary and Auditor	M. J. Clark	"
Treasurer	Jno. E Murphy	"
General Solicitor	Chas. M. Osborn	"
Chief Engineer and General Roadmaster	F. C. Doran	"
Master of Transportation	J. M. Warren	"
Agent in Illinois for transfer of stock	M. J. Clark, Secretary	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford	Chicago, Ill	June 4, 1895
W. J. Spicer	Detroit, Mich	"
Chas. M. Hays	St. Louis, Mo	"
E. B. Thomas	New York, N. Y	"
W. H. McDoel	Chicago, Ill	"
J. A. Eagan	"	"

CHICAGO & ERIE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. G. McCullough	New York, N. Y
First Vice President	E. B. Thomas	"
Second Vice President	Geo. H. Vaillant	"
Secretary	Thos. N. Williams	"
Treasurer	Edward White	"
Attorney	Otto Gresham	Chicago, Ill
Auditor	A. Donaldson	New York, N. Y
Assistant Auditor	E. P. Campbell	"
General Manager	A. M. Tucker	Cleveland, O
Chief Engineer	A. Mordecai	New York, N. Y
General Superintendent	J. C. Moorhead	Cleveland, O
Division Superintendent	C. C. Reynolds	Huntington, Ind
Division Superintendent	Geo. A. Coe	Chicago, Ill
Superintendent Transportation	A. M. Mozier	Cleveland, O
Superintendent of Telegraph	W. J. Holmes	New York, N. Y
Traffic Manager	G. G. Cochran	"
Assistant General Freight Agent	C. L. Thomas	Chicago, Ill
General Passenger Agent	D. I. Roberts	New York, N. Y
Assistant General Passenger Agent	F. W. Buskirk	Chicago, Ill
Acting General Baggage Agent	E. C. Ensign	New York, N. Y
Land Commissioner	J. H. Dynes	Cleveland, O

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. G. McCullough	New York, N. Y	One year from Nov. 14, 1893, and until a successor is chosen.
John King	"	
E. B. Thomas	"	
Geo. H. Vaillant	"	
Andrew Donaldson	"	
Samuel Spencer	"	
Jas. H. Benedict	"	
Andrew Wesley Kent	"	
Marcus A. Hanna	Cleveland, O	
John Tod	"	
Simon Perkins	Sharon, Pa	
V. I. Mallott	Chicago, Ill	
M. D. Woodford	Cincinnati, O	

CHICAGO & GRAND TRUNK RAILWAY COMPANY.

OEFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	L. J. Seargeant	Montreal, Prov. Quebec
President	L. J. Seargeant	" "
Secretary and Assistant to President	Charles Percy	" "
Treasurer, including auditing and accounting departments	James H. Muir	Detroit, Mich
Solicitor	E. W. Meddaugh	"
General Manager	W. J. Spicer	"
Chief Engineer	George Masson	"
Superintendent	A. B. Atwater	"
Assistant Superintendent	A. R. McIntyre	Battle Creek, Mich
Mechanical Superintendent	Herbert Roberts	Detroit, Mich
Traffic Manager	George B. Reeve	Chicago, Ill
General Freight Agent	David Brown	"
General Passenger and Ticket Agent	W. E. Davis	"
General Baggage Agent	J. E. Quick	Detroit, Mich
General Storekeeper	John S Larimer	"
Agent in Illinois for transfer of stock	F. A. Howe	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
L. J. Seargeant	Montreal, Province of Quebec	April 10, 1895*
E. W. Meddaugh	Detroit, Mich	"
W. J. Spicer	"	"
Henry Howard	Port Huron, Mich	"
W. C. Beardsley	Auburn, N. Y	"
F. A. Howe	Chicago, Ill	"
D. F. Skinner	Valparaiso, Ind	"

* Or when their successors are appointed.

GRAND TRUNK JUNCTION RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	L. J. Seargeant	Montreal, Prov. Quebec
President	L. J. Seargeant	" "
Vice President	F. A. Howe	Chicago, Ill
Secretary	Chas. Percy	Montreal, Prov. Quebec
Treasurer, including the accounts	James H. Muir	Detroit, Mich
General Manager	W. J. Spice	"
Agent in Illinois for transfer of stock	F. A. Howe	Chicago, Ill
Solicitor	E. W. Meddaugh	Detroit, Mich

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
L. J. Seargeant	Montreal, Province of Quebec	April 11, 1895*
F. A. Howe	Chicago, Ill	"
E. W. Meddaugh	Detroit, Mich	"
W. J. Spicer	"	"
John McCaffrey	Chicago, Ill	"

* Or When their successors are appointed.

CHICAGO & ILLINOIS SOUTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John S. Hannah	6 Sherman st., Chicago
First Vice President	Wm. F. Carrington	"
Secretary	Geo. M. Patch	"
Treasurer	Geo. S. McReynolds	"

DIRECTORS.

Name.	Postoffice Address.	Date of Erpiration of Term.
Wm. F. Carrington	Chicago, Ill	February, 1895
John S. Hannah	"	"
Geo. S. McReynolds	"	"
Geo. M. Patch	"	"
T. C. Hannah	"	"

CHICAGO & INDIANA STATE LINE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Nathaniel Thayer	Boston, Mass
First Vice President	John B. Sherman	Chicago, Ill
Secretary	Geo. T. Williams	"
Treasurer	Geo. T. Williams	"
General Solicitor	Irus Coy	"
Assistant Secretary and Treasurer	J. C. Denison	"
General Manager	John B. Sherman	"
General Superintendent	Jas. H. Ashby	"
Assistant General Superintendent	Richard Fitzgerald	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathaniel Thayer	Boston, Mass	January, 1895
Geo. T. Williams	Chicago, Ill	" "
John Newell	"	" 1896
John B. Sherman	"	" "
Irus Coy	"	" 1897
Stephen B. Roath	"	" "
J. C. Denison	"	" "

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Albert Keep	Chicago, Ill
President	Marvin Hughitt	"
First Vice President	M. L Sykes	New York, N. Y
Second Vice President	M. M. Kirzman	Chicago, Ill
Third Vice President	W. H Newman	"
Secretary	M. L. Sykes	New York, N. Y
Treasurer	M L Sykes	"
General Counsel	Lloyd W. Bowers	Chicago, Ill
Auditor	J. B. Redfield	"
General Manager	J M. Whitman	"
Chief Engineer	John E Blunt	"
General Superintendent	Sherman Sanborn	"
Division Superintendent in Illinois	William A. Gardner	"
Division Superintendent in Illinois	John C Stuart	"
Superintendent of Telegraph	George H. Thayer	"
General Freight Agent	Hiram R. McCullough	"
General Passenger Agent	William A. Thrall	"
General Ticket Agent	William A. Thrall	"
General Baggage Agent	Nathaniel A. Phillips	"
Land Commissioner	Charles E. Simmons	"
Assistant Secretary	J. B. Redfield	"
Agent in Illinois for transfer of stock	J. B. Redfield	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David P. Kimball	Boston, Mass	June, 1897
Chauncy M. Depew	New York, N. Y	" "
Samuel F. Barger	"	" "
Albert Keep	Chicago, Ill	" "
M L Sykes	New York, N. Y	" "
James C. Fargo	"	" "
Horace Williams	Clinton, Io	" 1895
Frederick L. Ames	Boston, Mass	" "
John M. Burke	New York, N. Y	" "
Marvin Hughitt	Chicago, Ill	" "
N. K. Fairbank	"	" "
Byron L. Smith	"	" 1896
Percy R. Payne	New York, N. Y	" "
F. W. Vanderbilt	"	" "
W. K. Vanderbilt	"	" "
H. McK. Twombly	"	" "
John I. Blair	Blairstown, N. Y	" "

CHICAGO & SOUTH SIDE RAPID TRANSIT RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Marcellus Hopkins	Chicago, Ill
Second Vice President	W. P. Champlin	"
Secretary and Treasurer	John H. Glade	"
General Counsel	Wm. W Gurley	"
Attorney	Edward C Nichols	"
Auditor	F. E. Williams	"
General Manager	Marcellus Hopkins	"
Chief Engineer	Eugene F. Klepp	"
Superintendent	Jas F. Morrison	"
Agent in Illinois for transfer of stock	Northern Trust Company	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Marcellus Hopkins	Chicago, Ill	January 20, 1896
Wm. W Gurley	"	" "
W. R. Champlin	"	" 1895
D. R. Lewis	"	" "
E. L. Lobdell	"	" "

CHICAGO & TEXAS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. A. Hitchcock	St. Louis, Mo
Vice President	O. L. Garrison	"
Secretary	J. D. Peters	Murphysboro, Ill
Treasurer	O. L. Garrison	St. Louis, Mo
Attorney	W. W. Barr	Carbondale, Ill
Auditor	J. P. Foster	St. Louis, Mo
Superintendent	F. H Batcher	Murphysboro, Ill
General Freight Agent	Edward Brown	St. Louis, Mo
General Passenger Agent	Edward Brown	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. A. Hitchcock	St. Louis, Mo	October 16, 1894
O. L. Garrison	"	" "
J. D Peters	Cardondale, Ill	" "
W. W. Barr	"	" "
B. B. Bromley	Grand Tower, Ill	" "

CHICAGO, BURLINGTON & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	J. M. Forbes	Boston, Mass
President	Geo. B. Harris	Chicago, Ill
Secretary	W. J. Ladd	Boston, Mass
Treasurer	J. C. Peasley	Chicago, Ill
General Attorney	J. W. Larey	LaCrosse, Wis
Auditor and Assistant Treasurer	N. B. Hinckey	St. Paul, Minn
Chief Engineer	S. D. Purdy	LaCrosse, Wis
General Superintendent	John R. Hastings	St. Paul, Minn
Assistant Superintendent	D. Cunningham	LaCrosse, Wis
Assistant Superintendent	J. C Howard	Minneapolis, Minn
Superintendent of Telegraph	F. C. Beisnl	LaCrosse, Wis
General Freight Agent	W. J. C Kenyon	St. Paul, Minn
General Passenger Agent	W. J. C. Kenyon	"
General Baggage Agent	E. A. Sadd	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. J. Ladd	Boston, Mass	2d Wednesday, June, '95
F. W. Hunnewell	"	" "
T. J. Coolidge	"	" "
J. M. Forbes	"	" "
C. E. Perkins	Burlington, Io	" "
Geo. B. Harris	Chicago, Ill	" "

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	J. M. Forbes	Boston, Mass
President	C. E. Perkins	Burlington, Ia
First Vice President	J. C. Peasley	Chicago, Ill
Second Vice President	Geo. B. Harris	"
Secretary	T. S. Howland	Boston, Mass
Treasurer	J. C. Peasley	Chicago, Ill
General Solicitor	J. W. Blythe	Burlington, Ia
General Attorney	C. W. Dawes	Chicago, Ill
General Attorney	O. F. Price	Galesburg, Ill
Comptroller (acting)	W. J. Ladd	Boston, Mass
General Auditor	J. L. Lathrop	Chicago, Ill
Assistant General Auditor	C. I. Sturgis	"
General Manager	W. F. Merrell	"
Chief Engineer	E. J. Blake	"
General Superintendent	J. D. Besler	"
Superintendent Illinois Lines	F. C. Rice	Galesburg, Ill
Division Superintendent	H. D. Judson	Aurora, Ill
Division Superintendent	W. B. Throop	Galesburg, Ill
Division Superintendent	W. G. Besler	Beardstown, Ill
Supt. Freight Terminals, Chicago	F. A. Delano	Chicago, Ill
General Freight Agent	Thos. Miller	"
Assistant General Freight Agent	W. B. Hamblin	"
Assistant General Freight Agent	E. R. Puffer	"
General Passenger and Ticket Agent	P. S. Eustis	"
Asst. Gen. Passenger and Ticket Agent	L. Wakely	"
General Baggage Agent	E. A. Sadd	"
Land Commissioner	W. W. Baldwin	Burlington, Ia
Agent in Illinois for transfer of stock	H. W. Weiss	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. M. Forbes	Boston, Mass	May 8, 1895
C. J. Paine	"	"
J. L. Gardner	"	"
F. W. Hunnewell	"	"
Wm. Endicott, Jr	"	"
Richard Olney	"	"
T. J. Coolidge	Manchester, Mass	"
E. W. Hooper	Cambridge, Mass	"
J. N. A. Griswold	New York, N. Y	"
James H. Smith	"	"
Charles E. Perkins	Burlington, Ia	"

CHICAGO & IOWA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	F. H. Head	Chicago, Ill
First Vice President	J. C. Peasley	"
Second Vice President	George B. Harris.	"
Secretary	L. O. Goddard	"
Treasurer	J. C. Peasley	"
Agent in Illinois for transfer of stock	L. O. Goddard	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. H. Head	Chicago, Ill	March 6, 1895
C. M. Higginson	"	"
J. C. Peasley	"	"
C. I. Sturgis	"	"
L. O. Goddard	"	"
H. W. Weiss.	"	"
Geo. B. Harris	"	"

GALESBURG & RIO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	L. O. Goddard	Chicago, Ill
Secretary	H. W. Weiss	"
Agent in Illinois for transfer of stock	H. W. Weiss	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. B. Colton	Galesburg, Ill	April, 1895
L. O. Goddard	Chicago, Ill	" "
C. I. Sturgis	"	" "
D. R. Francis	St. Louis, Mo	" 1896
F. S Bogg	Chicago, Ill	" "

ILLINOIS VALLEY & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	L. O. Goddard	Chicago, Ill
Vice President	J. C. Osgood	New York, N. Y.
Secretary	H. W. Weiss	Chicago, Ill
Treasurer	H. W. Weiss	"
Agent in Illinois for transfer of stock	H. W. Weiss	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
George B. Harris	Chicago, Ill	June 26, 1895
C. I. Sturgis	"	"
L. O. Goddard	"	"
H. W. Weiss	"	"
J. C. Osgood	New York, N. Y.	"

QUINCY, ALTON & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	L. O. Goddard	Chicago, Ill
Secretary	H. W. Weiss	"
Treasurer	H. W. Weiss	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. E. Perkins	Burlington, Ia.	April 18, 1895
C. I. Sturgis	Chicago, Ill	"
E. S. Bagg	"	"
C. M. Higginson	"	"
L. O. Goddard	"	"
W. J. Fabian	"	"
H. W. Weiss	"	"
T. S. Howland	Boston, Mass	"
J. C. Peasley	Chicago, Ill	"

ST. LOUIS, ROCK ISLAND & CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. N. A. Griswold	New York, N. Y.
Vice President	L. O. Goddard	Chicago, Ill
Secretary	H. W. Weiss	"
Treasurer	H. W. Weiss	"
Agent in Illinois for transfer of stock	H. W. Weiss	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. L. Lathrop	Chicago, Ill	April, 1895
L. O. Goddard	"	" 1895
J. N. A. Griswold	New York, N. Y.	" 1896
J. C. Peasley	Chicago, Ill	" 1896
C. E. Perkins	Burlington, Ia.	" 1897
H. W. Weiss	Chicago, Ill	" 1897
C. U. Dames	"	" 1897

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Roswell Miller	Chicago, Ill
First Vice President	Frank S Bond	New York, N. Y.
Third Vice President	E. P. Ripley	Chicago, Ill
Secretary	P. M. Myers	Milwaukee, Wis
Treasurer	F. G. Ranney	Chicago, Ill
Assistant Treasurer	John McNabb	"
General Solicitor	John T. Fish	"
General Counsel	John W. Cary	"
Comptroller	E. Q. Sewall	"
General Auditor	W. N. D. Winne	"
Assistant General Auditor	R. S. Dousman	"
General Manager	A. T. Earling	"
Chief Engineer	D. J. Whittimore	"
General Superintendent	W. G. Collins	"
Superintendent of Telegraph	U. J. Fry	Milwaukee, Wis
Freight Traffic Manager	A. C. Bird	Chicago, Ill
General Freight Agent	J. H. Hiland	"
General Passenger Agent	G. H. Heafford	"
General Ticket Agent	G. H. Heafford	"
General Baggage Agent	W. D. Carrick	Milwaukee, Wis.
Land Commissioner	H. G. Hangan	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Phillip D. Armour	Chicago, Ill	September, 1894
August Belmont	New York, N. Y.	"
Frank S. Bond	"	"
Charles D. Dickey, Jr	"	"
Peter Geddes	"	"
Frederick Layton	Milwaukee, Wis.	"
Joseph Milbank	New York, N. Y.	"
Roswell Miller	Chicago, Ill	"
J. M. McKinlay	New York, N. Y.	"
Wm. Rockefeller	"	"
Samuel Spencer	"	"
A. Van Santroord	"	"
J. Hood Wright	"	"

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	R. R. Cable	Chicago, Ill
First Vice President	Benj Brewster	New York City
Second Vice President	W. G. Purdy	Chicago, Ill
Third Vice President	W. H. Truesdale	"
Secretary	W. G. Purdy	"
Treasurer	W. G. Purdy	"
Assistant to President	H. A. Parker	"
General Attorney	T. S. Wright	"
General Attorney	M. A. Low	Topeka, Kan
Auditor	F. W. Porter	Chicago, Ill
Assistant Auditor	H. F. Morris	Topeka, Kas
General Manager	E. St. John	Chicago, Ill
Assistant General Manager	W. I. Allen	"
General Superintendent	C. Dunlap	"
Assistant General Superintendent	A. J. Hitt	Topeka, Kas
Division Superintendent	C. H. Hubbell	Chicago, Ill
Division Superintendent	C. L. Nicholls	Blue Island, Ill
Division Superintendent	W. H. Stillwell	Des Moines, Ia
Division Superintendent	C. N. Gilmore	"
Division Superintendent	H. A. White	Trenton, Mo
Division Superintendent	W. J. Lawrence	Horton, Kas
Division Superintendent	R. B. Agnew	Colorado Springs, Col
Division Superintendent	W. H. Hobbs	Herington, Kas
Division Superintendent	S. B. Hovey	Ft. Worth, Tex
General Freight Agent	J. M. Johnson	Chicago, Ill
General Freight Agent	D. Atwood	Topeka, Kas
General Ticket and Passenger Agent	John Sebastian	Chicago, Ill
Assistant General Passenger Agent	George L. Rhodes	"
Assistant Gen'l Ticket and Pass. Agent	S. F. Boyd	"
Assistant Gen'l Ticket and Pass. Agent	T. J. Anderson	Topeka, Kas
General Baggage Agent	J. D. Marston	Chicago, Ill
Traffic Manager	W. M. Sage	"
Superintendent of Telegraph	A. R. Swift	"
Land Commissioner	J. L. Drew	Davenport, Ia
Agent in Illinois for transfer of stock	W. G. Purdy	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. P. Flower	New York City	June, 1895
Benj. Brewster	"	" "
H. R. Bishop	"	" 1897
Henry M Flagler	"	" 1895
Alexander E. Orr	"	" 1897
David Dows, Jr	"	" 1896
Alexander T. Van Nest	"	" 1897
H H Porter	Chicago, Ill	" 1896
Marshal Field	"	" "
John DeKoven	"	" "
W. G Purdy	"	" 1897
R. R. Cable	Rock Island, Ill	" "
George G. Wright	DesMoines, Ia	" 1895

PEORIA & BUREAU VALLEY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	George T. Boggs	New York, N. Y
Secretary	John F. Phillips	Chicago, Ill
Treasurer	William A. Nash	New York, N. Y
Agent in Illinois for transfer of stock	John F. Phillips	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David Downs, Jr	New York, N. Y	June 7, 1895
George T. Boggs	"	"
F. A. Platt	"	"
William A. Nash	"	"
James R Cowing	"	"
Richard M. Hoe	"	"
John F. Phillips	Chicago, Ill	"

CHICAGO GREAT WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board	S. C. Stickney	St. Paul, Minn
President	A. B. Stickney	"
Vice President	Arnold Kalman	"
Secretary	R. C. Wright	"
Treasurer	W. B Bend	"
General Counsel	Samuel W Lawler	"
Auditor	M. C Heallion	"
General Manager	S C. Stickney	"
Chief Engineer	H. Fernstrom	"
General Superintendent	C. Shields	"
Assistant General Surerintendent	J Burlingett	Oelwein, Iowa
Division Superintendent	J. A Kelley	Chicago, Ill
Division Superintendent	B. F Egan	Dubuque, Iowa
Superintendent of Telegraph	J. C. Ford	St Paul, Minn
General Freight Agent	P. C Stohr	Chicago, Ill
Assistant General Freight Agent	F. H Tibbitts	"
General Passenger Agent	F. H Lord	"
Assistant General Passenger Agent	D. W. Cooke	"
General Ticket Agent	F. H. Lord	"
Assistant General Ticket Agent	D. W. Cooke	"
General Baggage Agent	John Colley	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. A. Gardner	Chicago, Ill	September, 1, 1894
H. E. Fletcher	Minneapolis, Minn	" "
A. Oppenheim	St. Paul, Minn	" "
S. C. Stickney	"	" 1895
C W. Benson	"	" "
J. W. Lusk	"	" "
Wm. Dawson	"	" 1896
A. Kalman	"	" "
A. B. Stickney	"	" "

CHICAGO UNION TRANSFER COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	H. H. Porter	Chicago, Ill
Secretary	Parke E. Simmons	"
Treasurer	Andrew Crawford	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel W. Allerton	Chicago, Ill	October, 1894
Andrew Crawford	"	"
George B. Harris	"	"
James McCrea	Pittsburgh, Pa	"
Edward J. Martyn	Chicago, Ill	"
Roswell Miller	"	"
H. H. Porter	"	"
N. B. Ream	"	"
A. A. Sprague	"	"
A. B. Stickney	St. Paul, Minn	"
J. M. Whitman	Chicago, Ill	"

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Cornelius Vanderbilt	New York, N. Y
President	M. E. Ingalls	Cincinnati, O
First Vice President	J. D Layng	New York, N.Y
Second Vice President	O. G Murray	Cincinnati, O
Secretary	E F. Osborn	"
Treasurer	F. D Comstock	"
General Counsel	J T. Dye	"
Auditor	P A Hewitt	"
Chief Engineer	G W Kittredge	"
General Superintendent	J. Q VanWinkle	Indianapolis, Ind
Division Superintendent	G. W. Bender	"
Division Superintendent	T J. Higgins	Cleveland, O
Division Superintendent	Wm Gibson	Cincinnati, O
Division Superintendent	E M. Neal	Mattoon, Ill
Superintendent of Telegraph	G S. Rhoads	Indianapolis, Ind
Superintendent of Motive Power	Wm Garstang	Cincinnati, O
Traffic Manager	O. G. Muraay	"
Assistant Traffic Manager	O. G Murray	"
General Freight Agent	A. S. White	"
Assistant General Freight Agent	C V. Lewis	"
General Passenger and Ticket Agent	D. B Martin	"
General Baggage Agent	D M Calkins	Cleveland, O
Purchasing Agent	G. W. Stinson	Cincinnati, O
Division Superintendent	S. T Blizzard	Wabash, Ind
Division Superintendent	B F. Sipp	Connersville, Ind
Division Superintendent	W. G. Bayley	Mt. Carmel, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Cornelius Vanderbilt	New York, N.Y	October, 1894
W. K. Vanderbilt	"	"
C. M Depew	"	"
H. McK. Twombley	"	" 1896
George Bliss	"	"
J. P. Morgan	"	" 1894
J. D. Layng	"	" 1896
Amos Townsend	Cleveland, O	" 1895
Jas Barnett	"	"
B. S Brown	Columbus, O	"
J. T. Dye	Cincinnati, O	" 1896
Alex. McDonald	"	" 1895
W. P. Anderson	"	" 1896
M. E Ingals	"	" 1894
George A. Farlow	Boston, Mass	" 1895

KANKAKEE & SENECA RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	T. P. Bonfield	Kankakee, Ill.
Secretary	E. F. Osborn	Cincinnati, O.
Treasurer	F. D. Comstock	"
Auditor	P. A. Hewitt	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls	Cincinnati, O.	October, 1894
E. F. Osborn	"	" "
T. P. Bonfield	Kankakee, Ill.	" "
R. R. Cable	Chicago, Ill.	" 1895
W. G. Purdy	"	" "

PEORIA & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	M. E Ingalls	Cincinnati, O
Second Vice President	O G Murray	"
Secretary	J. C. Davie	"
Auditor	P. A. Hewitt	"
General Manager	J. A Barnard	Indianapolis, Ind
Division Superintendent	J W. Riley	"
General Freight Agent	Ford Woods	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls	Cincinnati, O.	February, 1895
John A. Glover	Urbana, Ill	"
J. C Tucker	Chicago, Ill.	"
E. F. Osborn	Cincinnati, O.	"
F. P. Bonfield	Kankakee, Ill	"

DE PUE, LADD & EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Albert L. Sweet	Chicago, Ill.
First Vice President	W. S. Cherry	"
Secretary	Thos A. Lemmon	"
Treasurer	Thos. A. Lemmon	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Albert L. Sweet	Chicago, Ill.	June 30, 1895.
George S. House	Joliet, Ill	"
Thomas A. Lemmon	Chicago, Ill	"
W. S Cherry	Streator, Ill.	"
T. B. Corey	"	"

EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John Scullin	St. Louis, Mo
First Vice President	A. C Church	"
Secretary	E. C. Newkirk	"
Treasurer	Henry L Clark	"
Auditor	A. T. W. Prichett	"
Assistant Manager	George L Sands	"
General Freight Agent	John J. Baulch	"
Agent in Illinois for transfer of stock	E C Newkirk	East St. Louis, Ill.
General Attorney	C. W. Thomas	Belleville, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Scullin	St. Louis, Mo.	November 14, 1894.
A. C. Church	"	"
John W. Turner	"	"
S. W Lee	"	"
Henry Sackman	East St. Louis, Ill.	"
E. C Newkirk	" "	"
Charles W Thomas	Belleville, Ill.	"

ELGIN, JOLIET & EASTERN RAILWAY COMPANY.

OEFICERS.

Title.	Name.	Location of Office.
President	Samuel Spencer	New York, N. Y.
Vice President	Norman Williams	Chicago, Ill
Secretary	F. D. Raymond	"
General Solicitor	A. D Wheeler	"
Auditor	F. W. Sutton	"
General Manager	C H. Ackert	"
Traffic Manager	H. J. Page	"
Agent in Illinois for transfer of stock	F. D. Raymond	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Spencer	New York, N. Y.	3d Tuesday in Sept., 1894
Norman Williams	Chicago, Ill	" " 1894
J. Hood Wright	New York, N. Y.	" " 1894
A. J. Forbes Leith	"	" " 1896
N. J. Page	Chicago, Ill	" " 1896
C. N. Ackert	"	" " 1896
R. J. Cross	New York, N. Y	" " 1896
C. N. Coster	"	" " 1895
A. J. Caton	Chicago, Ill	" " 1895
A. D. Wheeler	"	" " 1895
C. S. Holt	"	" " 1895

FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	S. H. Mallory	Lewistown, Ill.
First Vice President	Henry Phelps	"
Secretary	D. J. Thayer	Chariton, Iowa
Treasurer	F R. Crocker	"
Auditor	Jo. D. Temple	Lewistown, Ill.
General Manager	S. H. Mallory	"
Superintendent	A. C. Atherton	"
General Freight Agent	A. C. Atherton	"
General Passenger Agent	A. C. Atherton	"
General Ticket Agent	A. C. Atherton	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Phelps	Lewistown, Ill.	1894
Allen Mallory	Creston, Iowa	"
Jo. D. Temple	Lewistown, Ill.	"
Moses Turner	"	1895
S. H. Mallory	Chariton, Iowa	"
Jos Braden	"	"
E. A. Temple	Des Moines, Iowa	1896
J. A. Gray	Lewistown, Ill.	"
A. C. Atherton	"	"
I. C. Worley	"	1897
D. J. Thayer	Chariton, Iowa	"
T. M Stuart	"	"

ILLINOIS CENTRAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill.
Assistant to President	John Dunn	"
Vice President	J. C. Welling	"
Second Vice President	J. T. Harahan	"
Assistant Second Vice President	C A. Beck	"
Secretary	A. G. Hackstaff	New York, N Y.
Treasurer	E. T. H. Gibson	New York, N. Y.
General Counsel	B. F Ayer	Chicago, Ill.
General Solicitor	James Fentress	"
Auditor Freight Receipts	F. Fairman	"
Auditor Passenger Receipts	A. D. Joslin	"
Auditor Disbursements	Isaac Anderson	"
Chief Traveling Auditor	J F. Titus	"
Chief Engineer	J. F. Wallace	"
General Superintendent	A. W. Sullivan	"
Assistant General Superintendent	J. G. Hartigan	"
Assistant General Superintendent	M. Gilleas	Memphis, Tenn
Superintendent	H. Baker	Centralia, Ill.
Superintendent	H. McCourt	Amboy, Ill.
Superintendent	D. S. Bailey	Clinton, Ill.
Superintendent	F. B Harriman	Freeport, Ill.
Superintendent	F. W. Quimby	Dubuque, Iowa
Superintendent	C. K. Dixon	Cherokee, Iowa
Superintendent	N. D. Wiggins	Jackson, Tenn
Superintendent	O. M. Dunn	New Orleans, La.
Superintendent	J. B Kemp	Memphis, Tenn
Superintendent of Telegraph	G. M. Dugan	Chicago, Ill.
Traffic Manager	T. J. Hudson	"
Assistant Traffic Manager	M C. Markham	"
General Freight Agent	W. E. Keepers	"
General Passenger Agent	A. H. Hanson	"
General Baggage Agent	H. A. Winter	"
Superintendent of Machinery	Wm. Renshaw	"
Superintendent of Transportation	J. M. Daly	"
Land Commissioner	E. P. Skene	"
Agent in Illinois for transfer of stock	John Dunn (Asst. Secretary)	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
His Excellency, John P. Altgeld, Governor of Illinois, ex-officio	Springfield, Ill	January, 1897
B. F. Ayer	Chicago, Ill	October, 1897
Walther Luttgen	New York, N. Y	" "
John W. Auchincloss	"	" "
Oliver Harriman	"	" 1894
John W. Doane	Chicago, Ill	" "
Chas. M. Beach	Hartford, Conn	" "
Stuyvesant Fish	Chicago, Ill	" 1895
Edward H. Harriman	New York, N. Y	" "
S. Van Rensselaer Cruger	"	" 1896
Chas. A. Peabody, Jr	"	" "
John C. Welling	Chicago, Ill	" "

BLUE ISLAND RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill
Vice President	J. C. Welling	"
Secretary	W. G. Bruen	"
Treasurer	E. H. Gibson	New York

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	Chicago, Ill	July, 1895
J. C. Welling	"	"
B. F. Ayer	"	" 1894
J. T. Harahan	"	"
John Dunn	"	" 1895

CHICAGO, HAVANA & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill
Vice President	J. C. Welling	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill	October, 1894
J. C. Welling	"	" "
Stuyvesant Fish	"	" 1895
J. T. Harahan	"	" "
Jno. Dunn	"	" "

CHICAGO, MADISON & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill
Vice President	J. C. Welling	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling	Chicago, Ill	October, 1894
J. T. Harahan	"	" "
Stuyvesant Fish	"	" 1895
B. F. Ayer	"	" "
Jno. Dunn	"	" "

CHICAGO & SPRINGFIELD RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill
Vice President	J. C. Welling	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill	October, 1895
E. T. H. Gibson	New York, N. Y.	" "
J. T Harahan	Chicago, Ill	" "
Stuyvesant Fish	"	" 1894
J. C. Welling	"	" "

KANKAKEE & SOUTHWESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill
Vice President	J. C. Welling	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York, N. Y

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	Chicago, Ill	October, 1895
B. F. Ayer	"	" "
J. C. Welling	"	" 1894
J. T. Harahan	"	" "
E. T. H. Gibson	New York, N. Y	" "

RANTOUL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill
Vice President	J. C. Welling	"
Secretary	W. G. Bruen	"
Treasurer	E. T. H. Gibson	New York, N. Y

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill	October, 1895
J. C. Welling	"	" "
Stuyvesant Fish	"	" 1894
J. T. Harahan	"	" 1895
John Dunn	"	" "

SOUTH CHICAGO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	Chicago, Ill.
Vice President	J. C. Welling	" "
Secretary	W. G. Bruen	" "
Treasurer	E. T. H. Gibson	New York, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill.	October, 1895
John Dunn	"	" "
Stuyvesant Fish	"	" 1894
J. C. Welling	"	" "
J. T. Harahan	"	" "

ST. LOUIS, INDIANAPOLIS & EASTERN RAILROAD COMPANY.

Operating and Owning the Indiana & Illinois Southern Railroad.

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. H. Alley	Chicago, Ill.
Vice President	John B. Lyon	"
Secretary	Horatio H. Gardner	"
Treasurer	John L. Stockton	"
Auditor	C. R. Hinkle	Sullivan, Ind.
General Manager	P. H. Blue	"
General Freight Agent	C. P. Walker	"
Train Master	W. R. Bottenfield	"
Master Mechanic	M. E. Hotchkiss	Palestine, Ill.
Road Master	G. E. Surrells	Sullivan, Ind.
Agent in Illinois for transfer of stock	Wm. H. Alley	Chicago, Ill.
Superintendent of Bridges	D. Haskins	Sullivan, Ind.
General Passenger Agent	M. D. Crawley	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin Taylor	Evansville, Ind.	January 2, 1897
D. J. Mackey	"	" "
John L. Stockton	Chicago, Ill.	" "
Wm. H Alley	"	" 1895
John B. Lyon	"	" "
P. H. Blue	Sullivan, Ind.	" "
John T Hays	"	" 1896
James L. Mackey	Evansville, Ind.	" "
H. H. Gardner	Chicago, Ill.	" "

INDIANA, ILLINOIS & IOWA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	F. M. Drake	Centerville, Ia
Vice President	George H. Holt	New York, N. Y.
Secretary and Treasurer	John A. Drake	Chicago, Ill
Assistant Secretary	Charles Martin	New York, N. Y.
General Solicitor	H. K. Wheeler	Kankakee, Ill
Auditor	M. J. Hartnett	"
General Manager	T. P. Shonts	Chicago, Ill
Engineer Maint. of Way	Daniel Nowlan	Kankakee, Ill
General Superintendent	L. H. Miller	"
Superintendent of Telegraph	P. Hesse	"
General Freight and Passenger Agent	C. W. Cook	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. M. Drake	Centerville, Io	3d Wednesday, Jan. 1895
T. P. Shonts	Chicago, Ill	" "
John A. Drake	"	" "
S. S. Whitehead	"	" "
George H. Holt	New York, N. Y.	" "
H. M. Curtis	"	" "
Paul Morton	Chicago, Ill	" "

IOWA CENTRAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Russell Sage	New York, N. Y.
President	Russell Sage	"
First Vice President	E. E Chase	"
Secretary and Treasurer	George R. Morse	"
Local Treasurer	T. J. Fletcher	Marshalltown, Ia
General Solicitor	A. C. Daly	"
General Auditor	E. S. Benson	"
General Manager	E. McNeill	"
Superintendent	J. P. O'Brien	"
Assistant Superintendent	W. H. Voorheis	"
Saperintendent of Telegraph	B. F. Fallis	"
Assistant General Freight Agent	E. C. Palmer, Jr	"
General Passenger Agent	T. P. Barry	"
General Freight Agent	J. G. Woodworth	"

DIRECTORS.

Name.	Postoffice Address	Date of Expiration of Term.
Russell Sage	New York, N. Y	September 7, 1894
E. E. Chase	"	" "
G. E. Taintor	"	" "
W. E. Strong	"	" "
H. J. Morse	"	" "
E. H. Perkins, Jr	"	" "
E. McNeill	Marshalltown, Ia	" "
F. M. Drake	Centerville, Ia	" "

JACKSONVILLE SOUTHEASTERN LINE (CHICAGO, PEORIA & ST. LOUIS RAILWAY).

OFFICERS.

Title.	Name.	Location of Office.
Receiver and General Manager	C. H. Bosworth	Springfield, Ill
Chief Engineer	H. F. Baldwin	"
General Solicitor	Bluford Wilson	"
Superintendent	F. L. Tompkins	"
Superintendent of Telegraph	F. L. Tompkins	"
General Freight Agent	W. N. Bushnell	St. Louis, Mo
General Passenger Agent	W. W. Kent	Springfield, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. F. Baldwin	Springfield, Ill	May 12, 1897
Bluford Wilson	"	"
P. B. Warren	"	"
Marcus Hook	Jacksonville, Ill	"
S. L. Morrison	"	"

JACKSONVILLE, LOUISVILLE & ST. LOUIS RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver	Samuel P. Wheeler	Springfield, Ill
Auditor	Geo. W. Dye	Jacksonville, Ill
General Manager	C. M. Stanton	"
Engineer Maintenance of Way	B. F. Bond	"
Superintendent of Telegraph	Edwin M. Stanton	"
General Agent Passenger Traffic	J. W. Daly	"
General Agent Freight Traffic	J. B. Sturnson	"

LAKE STREET ELEVATED RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John A. Roche	Chicago, Ill.
Vice President	H. P. Thompson	"
Secretary	D. W. Campbell	"
Treasurer	J. H. Witbeck	"
General Counsel	Knight & Brown	"
General Manager	W. H. Alberger	"
Chief Engineer	R. I. Sloan	"
General Superintendent	Frank Hedley	"
General Ticket Agent	H. P. Thompson	"
Agent in Illinois for transfer of stock	Amer. Trust and Savings Bank.	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. Zeigler	47 Cedar st., New York	January, 1897
Samuel Baker	Chicago, Ill.	" "
Hiram P. Thompson	"	" "
C. H. Deere	Moline, Ill.	" 1896.
D. W. Campbell	Chicago, Ill.	" "
C. A. Knight	"	" "
John A. Roche	"	" 1895.
J. H. Witbeck	"	" "
Z. B. Shaw	"	" "

LAKE ERIE & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Calvin S. Brice	New York, N. Y.
President	Calvin S. Brice	"
Vice President	L. M. Schwan	"
Treasurer	L. M. Schwan	"
Assistant Treasurer	A. D. Thomas	Indianapolis, Ind
General Attorney	W. E. Hackedorn	"
Assistant General Attorney	John B. Cockrum	"
Auditor	W. A. Wildback	"
General Manager	George L. Bradbury	"
Chief Engineer	T. H. Perry	"
General Superintendent	D. S. Hill	"
Assistant General Superintendent	Geo. T. Jarvis	"
Division Superintendent	O. W. Bell	Lima, O
Division Superintendent	O. E. Grady	Lafayette, Ind
Superintendent of Telegraph	O. W. Bell	Lima, O
Traffic Manager	H. O. Parker	Indianapolis, Ind
Assistant General Freight Agent	S. B. Sweet	"
Assistant General Freight Agent	A. G. Young	"
General Passenger Agent	C. F. Daly	"
General Ticket Agent	C. F. Daly	"
General Baggage Agent	C. F. Daly	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Thomas	New York, N. Y.	1st Wednesd'y, Oct., 1893
John G. Moore	"	" "
John B. Cohrs	Chicago, Ill.	" "
George F. Baker	New York, N. Y.	" 1894
Edward Tuck	"	" "
Nelson Robinson	"	" "
Calvin S. Brice	"	" 1895
H. W. Cannon	"	" "
George F. Stone	"	" "

LaSALLE & BUREAU COUNTY RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President	Edward C. Hegeler	LaSalle, Ill.
Secretary and Treasurer	G. Weerts	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. W. Matthieson	LaSalle, Ill.	December 18, 1894
E. A. Matthieson	Chicago, Ill.	" "
Chas. Diestering	LaSalle, Ill.	" 1895
G. Weerts	"	" "
Edward C. Hegeler	"	" "

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Wm. K. Vanderbilt	New York, N. Y.
President	John Newell	Cleveland, O.
First Vice President	Edwin D. Worcester	New York, N. Y.
Secretary	Edwin D. Worcester	"
Treasurer	Edwin D. Worcester	"
General Counsel	George C. Greene	Cleveland, O.
Auditor	R. H. Hill	"
General Manager	John Newell	"
Assistant General Manager	P. P. Wright	"
Chief Engineer	E. A. Handy	"
General Superintendent	W. H. Canniff	"
Assistant General Superintendent	F. S. Blodgett	"
Superintendent Eastern Division	T. W. Niles	Buffalo, N. Y.
Superintendent Toledo Division	J. K. Russell	Cleveland, O.
Superintendent Michigan Division	L. E. Johnson	Toledo, O.
Asst. Superintendent Michigan Division	C. A. Sheldon	Elkhart, Ind.
Superintendent Western Division	A. B. Newell	Chicago, Ill.
Superintendent Franklin Division	A. H. Smith	Youngstown, O.
Superintendent Detroit Division	S. S. Hand	Detroit, Mich.
Superintendent Lansing Division	H. A. Worcester	Hillsdale, Mich.
Superintendent Kalamazoo Division	A. G. Amsden	Grand Rapids, Mich.
Superintendent of Telegraph	Wm. Kline	Toledo, O.
General Freight Agent	J. T. R. McKay	Cleveland, O.
Assistant General Freight Agent	J. G. James	"
General Passenger Agent	A. J. Smith	"
Assistant General Passenger Agent	E. C. Leur	"
General Ticket Agent	A. J. Smith	"
Assistant General Ticket Agent	E. C. Leur	"
General Passenger Agent	John L. Freeman	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt	New York, N. Y.	May, 1897
Samuel F. Barger	"	" "
Hamilton McK. Twombley	"	" "
Charles M. Reed	Erie, Pa.	" "
John Newell	Cleveland, O.	" 1895
Edwin D. Worcester	New York, N. Y.	" "
John E. Burrill	"	" "
Fred'k W. Vanderbilt	"	" "
John DeKoven	Chicago, Ill.	" "
C. Vanderbilt	New York, N. Y.	" 1896
Darius O. Mills	"	" "
James H. Reed	Pittsburgh, Pa.	" "
Rasselas Brown	Warren, Pa.	" "

SOUTHEAST & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	M. H. Smith	Louisville, Ky
Secretary	J. H. Ellis	"
Treasurer	W. W. Thompson	"
Comptroller	C. Quarrier	"
Assistant Comptroller	C Hayden	"
General Manager	J. G. Metcalfe	"
Chief Engineer	R. Montfort	"
Division Superintendent	B. F. Dickson	Evansville, Ind
Traffic Manager	Y. Vanden Berg	Louisville, Ky
General Freight Agent	C B Compton	"
General Passenger Agent	C. P. Atmore	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. H. Smith	Louisville, Ky	November, 1895
J. M. Hamill	Belleville, Ill	" 1894
C. C. Johnson	"	" "
Lyttleton Cooke	Louisville, Ky	" "
J. A. Lindsay	East St. Louis, Ill	" 1895

LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receivers	Jas. H. Wilson E. O. Hopkins	Evansville, Ind "
Secretary	B. L. Anderson	"
Treasurer	E. M. Heberd	"
General Counsel	Iglehart & Taylor	"
Auditor	S. J. Haydon	"
Chief Engineer	T. A. Allen	"
Superintendent	J. R. Sample	Princeton, Ind
Superintendent of Telegraph	O. W. Putnam	"
General Freight Agent	R. A. Campbell	St. Louis, Mo
Assistant General Freight Agent	A. G. Palmer	"
General Passenger Agent	R. A. Campbell	"
Assistant General Passenger Agent	C. D. Morris	"
General Ticket Agent	R. A. Campbell	"
Assistant General Ticket Agent	C. D. Morris	"
General Baggage Agent	R. A. Campbell	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
D. J. Mackey	Evansville, Ind	October 19, 1894
F. W. Cook	"	"
G. P. Hellman	"	"
Bluford Wilson	Springfield, Ill	"
Arnold Kummer	Baltimore, Md	"
C. C. Baldwin	New York, N. Y	"
Thos. Barrett	"	"
Samuel L. Felton	Cincinnati, O	"

ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY COMPANY.

Operating Madison, Illinois & St. Louis Railway Company.

OFFICERS.

Title.	Name	Location of Office.
President	C. C. Rainwater	St. Louis, Mo
Vice President	Charles D. McLure	"
Secretary / Treasurer	J. Greenough	"
General Counsel	John H Overall	"
General Manager	H. W. Gays	"
Chief Engineer	H. P. Tausig	"
General Agent	P. M. Hanson	"
Superintendent	W. A. Garrett	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. C. Rainwater	St. Louis, Mo	November 10, 1894
Charles D. McClure	"	"
John Whittaker	"	"
D. R. Francis	"	"
L. M. Rumsey	"	"
Paul A. Fusz	"	"
John D. Perry	"	"
C. C. Moffitt	"	"
Adolphus Busch	"	"
John H. Overall	"	"
John T. Davis	"	"

MICHIGAN CENTRAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	C. Vanderbilt	New York, N. Y.
President	H. B. Ledyard	Detroit, Mich
First Vice President	E. D. Worcester	New York, N. Y
Secretary	E. D. Worcester	"
Treasurer	D. A. Waterman	"
General Counsel	Ashley Pond	Detroit, Mich
General Attorney	Henry Russell	"
Auditor	A. J. Burt	"
Assistant Audltor	F. O. Waldo	"
General Manager	H B. Ledyard	"
Chief Engineer (acting)	A. Torrey	"
General Superintendent	Robert Miller	"
Assistant General Superintendent	R. H. L. Hommedieu	"
Division Superintendent	D. S. Sutherland	"
Division Superintendent	W. J. Martin	Bay City, Mich
Division Superintendent	O. F. Jordan	Jackson, Mich
Division Superintendent	J. H. Snider	Chicago, Ill
Division Superintendent	J. B. Morford	"
Superintendent of Telegraph	E E. Torrey	Detroit, Mich
General Freight Agent	A. Mackay	Chicago, Ill
Assistant General Freight Agent	B. E Hand	"
General Passenger and Ticket Agent	O. W. Ruggles	"
Assist. Gen. Pass. and Ticket Agent	G. E. King	"
General Baggage Agent	H. P. Dearing	"
Assistant General Freight Agent	C. J. Hupp	Detroit, Mich
Assistant General Freight Agent	W. L. Benham	Bay City, Mich
Assistant General Freight Agent	Jno. Crampton	Buffalo, N. Y

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Cornelius Vanderbilt	New York City	May, 1895
William K. Vanderbilt	"	"
Frederick W. Vanderbilt	"	"
Henry B. Ledyard	Detroit, Mich	"
Edwin D. Worcester	New York City	"
Samuel F. Barger	"	"
Chauncey M. Depew	"	"
Ashley Pond	Detroit, Mich	"
Frederick S. Winston	Chicago, Ill	"

JOLIET & NORTHERN INDIANA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	C. Vanderbilt	New York, N. Y
First Vice President	H. B. Ledyard	Detroit, Mich
Secretary	E. D. Worcester	New York, N. Y
Treasurer	D. A. Waterman	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. Vanderbilt	New York, N. Y.	When successor app'ted
W. K. Vanderbilt	"	" "
H. B. Ledyard	Detroit, Mich	" "
E. D. Worcester	New York, N. Y.	" "
Samuel F. Barger	"	" "
C. M. Depew	"	" "
Ashley Pond	Detroit, Mich	" "

ST. LOUIS AND CAIRO RAILROAD, OPERATED BY THE MOBILE AND OHIO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	James C. Clarke	Mobile, Ala
Vice President	James H. Fay	New York City, N. Y.
Secretary	Henry Tacon	Mobile, Ala
Treasurer	Henry Tacon	"
Assistant Secretary	A. Mackintosh	New York City, N. Y.
General Solicitor	E. L. Russell	Mobile, Ala
General Attorney	E. L. Russell	"
General Auditor	R. V. Taylor	"
General Manager	James C. Clarke	"
General Superintendent	D. McLaren	St. Louis, Mo
Division Superintendent	C. S. Clarke	Mobile, Ala
Division Superintendent	J. N. Seale	Jackson, Tenn
Division Superintendent	H. W. Clarke	Murphysboro, Ill
Superintendent of Machinery	M. T. Carson	Jackson, Tenn
Superintendent of Telegraph	K. McKenzie	"
General Freight Agent	J. T. Poe	St. Louis, Mo
Assistant General Freight Agent	J. M. Denyven	"
Acting General Passenger Agent	E. E. Posey	Mobile, Ala

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. Ritchie	Chicago, Ill	March, 1895
A. Anderson, Jr	New York, N. Y.	"
Thomas M. Logan	Murphysboro, Ill	"
F. Bross	Cairo, Ill	March, 1896
Chas. Hamilton	Waco, Texas	"
J. A. Horsey	New York, N. Y.	"
James Edwards	Waterloo, Ill	March, 1897
F. A. Horsey	New York, N. Y.	"
C. O. Patier	Cairo, Ill	"

THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Wm. K. Vanderbilt	New York, N. Y.
President	D. W. Caldwell	Cleveland, O.
Secretary	Allyn Cox	New York, N. Y.
Treasurer	Allyn Cox	"
General Counsel	Samuel E. Williamson	Cleveland, O.
Assistant Treasurer	H. Hammersley	"
Auditor	James P. Curry	"
General Superintendent	A. W. Johnston	"
Division Superintendent	W. L. Blair	"
Division Superintendent	C. D. Gorham	Ft. Wayne, Ind.
Superintendent of Motive Power	John Mackenzie	Cleveland, O.
Superintendent of Telegraph	J. S. Evans	"
General Freight Agent	G. B. Soriggs	"
General Passenger Agent	B. F. Horner	"
Purchasing Agent	M. M. Rodgers	"
Transfer Agent	F. Middlebrook	New York, N. Y.
Car Accountant	W. J. Robertson	Cleveland, O.
General Baggage Agent	J. T. McKee	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt	New York, N. Y.	May, 1895
Cornelius Vanderbilt	"	"
Fred W. Vanderbilt	"	"
H. McK. Twombly	"	"
Jno. S. Kennedy	"	"
Jas. A. Roosevelt	"	"
Fred P. Olcott	"	"
Chauncey M. Depew	"	"
Allyn Cox	"	"
D. W. Caldwell	Cleveland, O.	"
Samuel E. Williamson	"	"
Ralph W. Hickox	"	"
Chas. M. Reed	Erie, Pa.	"

THE CHICAGO & STATE LINE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John Newell	Chicago, Ill.
Vice President	Jas. A. Roosevelt	New York, N. Y.
Secretary	James P. Curry	Cleveland, O.
Treasurer	H. Hammersley	"
Auditor	James P. Curry	"

DIRECTORS.

Name	Postoffice Address.	Date of Expiration of Term.
Fred P. Olcott	New York, N. Y.	January, 1895
Wm. K. Vanderbilt	"	" 1896
Jno. S. Kennedy	"	" 1897
Jno. Newell	Chicago, Ill	" 1895
Jas. A. Roosevelt	New York, N. Y.	" 1897
P. B. Smith	Chicago, Ill	" 1896
N. A. Skinner	"	" 1897
I. L. Lockwood	"	" 1895
Wm. McFadon	"	" 1896

PAWNEE RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President	Hiram White	Pawnee, Ill
Vice President	Columbus White	Taylorville, Ill
Secretary	C. E. Clayton	Pawnee, Ill
Treasurer	H. R. Davis	"
General Attorney	Conkling & Grout	Springfield, Ill
Auditor	D. A. Drennan	Pawnee, Ill
General Manager	H. R. Davis	"
General Freight and Passenger Agent	H. E. Farnam	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. R. Davis	Pawnee, Ill	August, 1895
Hiram White	"	" "
D. A. Drennan	"	" "
C. W. White	Taylorville, Ill	" 1896
C. E. Clayton	Pawnee, Ill	" "
L. K. Davis	"	" "

PENNSYLVANIA COMPANY.

Lessee of Pittsburgh, Fort Wayne & Chicago Railway Co.

OFFICERS OF PENNSYLVANIA COMPANY.

Title.	Name.	Location of Office.
President	George B. Roberts	Philadelphia, Pa
First Vice President	James McCrea	Pittsburgh, Pa
Assistant First Vice President	E. B. Wall	Chicago, Ill
Second Vice President	J. T. Brooks	Pittsburgh, Pa
Third Vice President	Thomas D. Messler	"
Fourth Vice President	John E. Davidson	"
Secretary	S. B. Liggett	"
Treasurer	T. H. B. McKnight	"
Assistant Treasurer	J. P. Henderson	"
General Counsel	J. J. Brooks	"
Comptroller	John W. Renner	"
Assistant Comptroller	Albert McElevey	"
Auditor Freight Receipts	John M. Lyon	"
Auditor Passenger Receipts	J. P. Farley	"
Auditor Disbursements	James Instan	"
General Manager	Joseph Wood	"
Consulting Engineer	Felician Slataper	"
Chief Engineer	Thomas Rodd	"
General Superintendent Transportation	E. B. Taylor	"
General Superintendent	Charles Watts	"
Division Superintendent	C. D. Law	Fort Wayne, Ind
Division Superintendent	A. B. Starr	Allegheny City, Pa
Chief of Motive Power	Theo. N. Ely	Philadelphia, Pa
Superintendent of Motive Power	G. E. Potter	Fort Wayne, Ind
Superintendent of Telegraph	A. M. Schoyer	Pittsburgh, Pa
Purchasing Agent	Wm. Mullins	"
Freight Traffic Manager	William Stewart	"
General Freight Agent	Charles L. Cole	"
General Passenger and Ticket Agent	E. A. Ford	"
Chief Asst General Passenger Agent	Frank Van Dusen	"
General Baggage Agent	R. R. Bentley	"
Signal Engineer	W. McC. Grafton	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles Lanier	New York City, N. Y	Annual election, 1896
Henry Amy	"	" 1896
William C. Eggleston	"	" 1896
John S. Kennedy	"	" 1897
George B. Roberts	Philadelphia, Pa	" 1895
John N. Hutchinson	"	" 1894
Charles E. Speer	Pittsburgh, Pa	" 1897
James McCrea	"	" 1896
John Sherman	Mansfield, O	" 1895
L. B. Harrison	Cincinnati, O	" 1895
Wm. Hooper	"	" 1894
Edward P. Williams	Fort Wayne, Ind	" 1897
Levi Z. Leiter	Chicago, Ill	" 1894

PENNSYLVANIA COMPANY.

Operating the South Chicago & Southern Railroad Company.

OFFICERS OF OPERATING COMPANY.

Title.	Name.	Location of Office.
President	George B. Roberts	Philadelphia, Pa.
First Vice President	James McCrea	Pittsburgh, Pa.
Assistant to First Vice President	E. B. Wall	Chicago, Ill.
Second Vice President	J. T. Brooks	Pittsburgh, Pa.
Third Vice President	T. D. Messler	"
Fourth Vice President	John E. Davidson	"
Secretary	S. B. Liggett	"
Treasurer	T. H. B. McKnight	"
Assistant Treasurer	John P. Henderson	"
General Counsel	J. J. Brooks	"
Comptroller	John W. Renner	"
Assistant Comptroller	Albert McElevey	"
Auditor Freight Receipts	John W. Lyon	"
Auditor Passenger Receipts	J. P. Farley	"
Auditor of Disbursements	James Instan	"
General Manager	Joseph Wood	"
Consulting Engineer	Felician Stataper	"
Chief Engineer	Thomas Rodd	"
General Superintendent Transportation	E. B. Taylor	"
General Superintendent	Charles Watts	"
Division Superintendent	C. D. Law	Fort Wayne, Ind.
Chief of Motive Power	Theo. N. Ely	Philadelphia, Pa.
Superintendent of Motive Power	G. L. Potter	Fort Wayne, Ind.
Superintendent of Telegraph	A. M. Schoyer	Pittsburgh, Pa.
Purchasing Agent	William Mullins	"
Freight Traffic Manager	William Stewart	"
General Freight Agent	Charles L. Cole	"
General Passenger and Ticket Agent	E. A. Ford	"
Chief Ass. General Passenger Agent	Frank Van Dusen	"
General Baggage Agent	R. R. Bentley	"
Signal Engineer	W. McC. Grafton	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jno. E. Davidson	Pittsburgh, Pa.	April, 1895
John I. Bennett	Chicago, Ill.	" "
W. W. Chandler	"	" "
Fred W. Belz	"	" 1896
Wm. Borner	"	" "
George Willard	"	" 1897
James McCrea	Pittsburgh, Pa.	" "

SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John E. Davidson	Pittsburgh, Pa.
Vice President	James McCrea	"
Secretary	S. B. Liggett	"
Treasurer	T. H. B. McKnight	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson	Pittsburgh, Pa	April, 1895
F. J. Loesch	Chicago, Ill	" "
E. A. Dawson	"	" "
Fred W. Belz	"	" 1896
Wm. Borner	"	" "
George Willard	"	" 1897
James McCrea	Pittsburgh, Pa	" "

CALUMET RIVER RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John E. Davidson	Pittsburgh, Pa
Vice President	James McCrea	"
Secretary	S. B. Liggett	"
Treasurer	T. H. B. McKnight	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jno. E. Davidson	Pittsburgh, Pa	April 12, 1896
James McCrea	"	" 1895
George M. Bogue	Chicago, Ill	" 1895
F. W. Belz	"	" 1896
William Borner	"	" 1896

PEORIA, DECATUR & EVANSVILLE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	D. J. Mackey	Evansville, Ind
Vice President	E. O. Hopkins	"
Secretary	W. J. Lewis	"
Treasurer	W. J. Lewis	"
General Counsel	Stevens & Horton	Peoria, Ill
Auditor	C. W. McGuire	Evansville, Ind
General Manager	E. O. Hopkins	"
Chief Engineer	T. A. Allen	"
Superintendent	R. B. Starbuck	Mattoon, Ill
Superintendent of Telegraph	O. Schilling	"
General Freight Agent	A. G. Palmer	Evansville, Ind
Assistant General Freight Agent	S. J. Cassity	"
General Passenger Agent	A. G. Palmer	"
Assistant General Passenger Agent	S. J. Cassity	"
General Ticket Agent	A. G. Palmer	"
Assistant General Ticket Agent	S. J. Cassity	"
General Baggage Agent	A. G. Palmer	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. I. Clark	New York, N. Y.	October, 1896
W. H. Goodby	"	October, 1894
J. M. DeVean	"	"
Herman Clark	"	October, 1895
Arnold Kummer	Baltimore, Md	"
D. J. Mackey	Evansville, Ind	October, 1896
C. C. Baldwin	New York, N Y	"
E. D. Hopkins	Evansville, Ind	October, 1895

PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS RAIL WAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	George B. Roberts	Philadelphia, Pa
First Vice President	James Mc'rea	Pittsburgh, Pa
Assistant to First Vice President	E. B Wall.	Chicago, Ill
Second Vice President	J. T. Brooks	Pittsburgh, Pa
Third Vice President	John E Davidson	"
Secretary	S. B. Liggett	"
Treasurer	T. H. B McKnight	"
Assistant Treasurer	M. C. Spencer	"
General Counsel	J. J. Brooks	"
Assistant to General Counsel	L L. Gilbert	"
Comptroller	John W. Renner	"
Assistant Comptroller	Albert McElevey	"
Auditor of Freight Receipts	John M. Lyon	"
Auditor of Passenger Receipts	J. P Farley	"
Auditor of Disbursements	James Instan	"
General Manager	Joseph Wood	"
Chief Engineer	M. J. Becker	"
General Supt. of Transportation	E. B. Taylor	"
General Superintendent	J. E. Miller	Columbus, Ohio
Division Superintendent	J. J. Turner	Pittsburgh, Pa
Division Superintendent	E. G Dallington	Indianapolis, Ind
Division Superintendent	G. L. Peck	Richmond, Ind
Division Superintendent	C. C. Walton	Logansport, Ind
Division Superintendent	P. A. Bonebrake	Louisville, Ky.
Division Superintendent	Ralph Peters	Cincinnati, Ohio
Chief of Motive Power	Theo N Ely	Philadelphia, Pa
Acting Supt of Motive Power	S. P. Bush	Columbus, Ohio
Superintendent of Telegraph	A M. Schover	Pittsburgh, Pa
Purchasing Agent	H. O Hukill	"
Freight Traffic Manager	William Steward	"
General Freight Agent	D. T McCabe	Columbus, Ohio
General Agent	D. S. Gray	"
General Passenger and Ticket Agent	F. A. Ford	Pittsburgh, Pa
Chief Asst. General Pass. Agent	Frank Van Dusen	"
General Baggage Agent	R. R. Beatley.	"
Signal Engineer	W. McC. Gratton	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Goerge B. Roberts	Philadelphia, Pa	April 1895
Frank Thompson	"	" "
Charles E. Pugh	"	" "
John P. Green	"	" "
James McCrea	Pittsburgh, Pa	" 1898
William H. Barnes	Philadelphia, Pa	" "
Henry H. Houston	"	" 1897
J. T. Brooks	Pittsburgh, Pa	" "
John E. Davidson	"	" "
Briggs S. Cunningham	Cincinnati, Ohio	" 1896
George Willard	Chicago, Ill	" "
William Steward	Pittsburgh, Pa	" "

ENGLEWOOD CONNECTING RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Jno. E. Davidson	Pittsburgh, Pa
Vice President	James McCrea	"
Secretary	S. B. Liggett	"
Treasurer	T. H. B. McKnight	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jno. E. Davidson	Pittsburgh, Pa	April 12, 1896
Geo. Willard	Chicago, Ill	" 1895
William Borner	"	" 1896
Fred W. Belz	"	" 1895
James McCrea	Pittsburgh, Pa	" 1896

QUINCY, OMAHA & KANSAS CITY RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, Trustee	Theodore Gilman	New York, N. Y.
President, Trustee	Ward W. Jacobs	Hartford, Conn
Agent for Trustees	Amos Green	Quincy, Ill
Auditor	J. M. Savin	"
Cashier for Trustees	E. J. Parker	"
Superintendent	C. E. Soule	"
Superintendent of Telegraph	W. L. Moore	"
General Freight and Passenger Agent	F. W. Evott	"
Assistant General Freight Agent	C. H. Spencer	"

ROCK ISLAND & PEORIA RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	R. R. Cable	Rock Island, Ill.
First Vice President	A. Kimball	Davenport, Ia.
Secretary	H. B. Sudlow	Rock Island, Ill.
Treasurer	H. B. Sudlow	"
Auditor	R. H. Hudson	"
General Superintendent	H. B. Sudlow	"
Superintendent of Telegraph	H. P. Greenough	"
General Freight Agent	R. Stockhouse	"
General Passenger Agent	R. Stockhouse	"
General Ticket Agent	R. Stockhouse	"
Agent in Illinois for transfer of stock	H. B. Sudlow	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. R. Cable	Chicago, Ill	June, 1896
H. H. Porter	"	" 1895
David Dows	New York, N. Y.	" "
A. Kimball	Davenport, Ia.	" "
G. W. Cable	"	" 1896
H. B. Sudlow	Rock Island, Ill.	" "
Phil Mitchell	"	" 1895

ST. LOUIS, ALTON & TERRE HAUTE RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board	George Foster Peabody	New York, N. Y.
President	George W. Parker	St. Louis, Mo
Secretary	Edward F. Leonard	Springfield, Ill
Treasurer	George W. Parker	St. Louis, Mo
Auditor	Henry T. Nash	"
General Manager	George W. Parker	"
Assistant General Manager	Clarence F. Parker	"
General Superintendent	W. S. Wilson	Pinckneyville, Ill.
Superintendent of Telegraph	W. S. Wilson	"
General Freight Agent	George E. Lary	St. Louis, Mo
General Passenger Agent	George E. Lary	"
General Ticket Agent	George E. Lary	"
General Baggage Agent	George E. Lary	"
Agent in Illinois for transfer of stock	Edward F. Leonard	Springfield, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. Bayard Cutting	New York, N. Y.	June, 1896
George Foster Peabody	"	" "
R. Fulton Cutting	"	" "
Spencer Trask	"	" "
William A. Read	"	" "
George W. Parker	St. Louis, Mo	" 1897
Chas. B. Cole	Chester, Ill	" "
William K. Murphy	Pinckneyville, Ill	" "
F. M. Youngblood	Carbondale, Ill	" "
Wm. K. Ward	Benton, Ill	" 1895
Edward Abend	Belleville, Ill	" "
P. F. Chapman	Vienna, Ill	" "
George E. Lary	Belleville, Ill	" "

BELLEVILLE & CARONDELET RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	M. T. Stookey	Belleville, Ill
Secretary	Henry T Nash	St. Louis, Mo
Treasurer	George W. Parker	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. T. Stookey	Belleville, Ill	June, 1895
E. F. Leonard	Springfield, Ill	"
Edward Abend	Belleville, Ill	"
George W. Parker	St. Louis, Mo	"
C. F. Parker	"	"

BELLEVILLE & ELDORADO RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. F. Leonard	Springfield, Ill
Secretary	Henry T. Nash	St. Louis, Mo
Treasurer	R. Fulton Cutting	New York, N. Y.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard	Springfield, Ill	June, 1895
W. R. Ward	Benton, Ill	" "
W. K. Murphy	Pinckneyville, Ill	" 1896
W. S. Wilson	"	" 1897
George W. Parker	St. Louis, Mo	" 1896
H. T. Nash	"	" "
F. M. Youngblood	Carbondale, Ill	" 1897

BELLEVILLE & SOUTHERN ILLINOIS RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Thomas Denny	New York, N. Y
Secretary	E. F. Leonard	Peoria, Ill
Assistant Secretary	H. A. Crosby	New York, N. Y
Treasurer	J. K. Capen	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Thomas Denny	New York, N. Y	June, 1895
E. F. Leonard	Peoria, Ill	"
E. H. Perkins, Jr	New York, N. Y	"
Charles Butler	"	"
Edwin M. Bulkley	"	"
R. Fulton Cutting	"	"
Spencer Trask	"	"
Edward Oathant	"	"
Wm. K. Murphy	Pinckneyville, Ill	"

CHICAGO, ST. LOUIS & PADUCAH RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	William K. Murphy	Pinckneyville, Ill
Secretary	Henry T. Nash	St. Louis, Mo
Treasurer	Henry T. Nash	"
Assistant Secretary	Henry A. Crosby	New York, N. Y

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Murphy	Pinckneyville, Ill	June, 1896
Geo. W. Parker	St. Louis, Mo.	" 1896
W. R. Ward	Benton, Ill	" 1895
E. F. Leonard	Springfield, Ill	" 1895
C. F. Parker	St. Louis, Mo	" 1897
F. M. Youngblood	Carbondale, Ill.	" 1897
H. T. Nash	St. Louis, Mo.	" 1896

ST. LOUIS SOUTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. C. Dawes	Cincinnati, O
Vice President	C. W. Fairbanks	Indianapolis, Ind
Secretary	Frank J. Richmann	"
Treasurer	John E. McGettigan	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Ephraim C. Dawes	Cincinnati, O	1st Tuesday in Sept., 1895
Charles W. Fairbanks	Indianapolis, Ind	" " 1895
Frank J. Richmann	"	" " 1895
Samuel T. Brush	Carbondale, Ill	" " 1894
J. M. Richart	"	" " 1894
N. H. Fairbanks	Chicago, Ill.	" " 1894
C. H. Bosworth	Springfield, Ill	" " 1894

CARBONDALE & SHAWNEETOWN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. E. McGettigan	Indianapolis, Ind
First Vice President	E. Jacoby	"
Secretary	F. J. Richmann	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. E McGettigan	Indianapolis, Ind.	1st Tuesday in Sept., 1894
E. Jacoby	" "	" " 1894
F. J Richmann	" "	" " 1894
C. H. Bosworth	Springfield, Ill	" " 1894
S. T. Brush	Carbondale, Ill.	" " 1894
F. W. Tracy	Springfield, Ill.	" " 1894
E. F. A. Chapman.	Murphysboro, Ill.	" " 1894

ST. LOUIS, CHICAGO & ST. PAUL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receivers	Jos. Dickson	St. Louis, Mo.
	Chas. E. Kimball	"
President	Chas. E. Kimball	New York, N. Y.
First Vice President.	Joseph Dickson	St. Louis, Mo.
Secretary	Elenious Smith	"
Treasurer	Chas. E. Kimball	New York, N Y.
General Solicitor	Elenious Smith	St. Louis, Mo
Auditor	Ralph Blaisden	"
Cashier	H. L. Harford	"
Chief Engineer	E. M. Rice	Alton, Ill.
General Superintendent	I. W. Fowler	St. Louis, Mo
Superintendent Car Service	B. L. Babb	"
Superintendent of Telegraph	E. C. Bradenberg	Alton, Ill.
General Freight Agent	H. H. Ferguson	St. Louis, Mo
General Passenger Agent	H. H. Ferguson	"
Master Mechanic	W. E. Killen	Jerseyville, Ill.

ST. LOUIS & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Wm. E. Guy	St. Louis, Mo
President	Wm. E Guy	"
Secretary	A. J. Moorshead	"
Treasurer	A. J. Moorshead	"
Auditor	A. J. Moorshead	"
General Manager	Wm. E. Guy	"
Chief Engineer	Robert Moore	"
Superintendent	L. S. Graves	"
Freight Agent	L. S. Graves	"
Passenger Agent	L. S. Graves	"
Agent in Illinois for transfer of stock	J. L. Clifford	Glen Carbon, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. E. Guy	St. Louis, Mo	January 13, 1897
W. F. Niedringhaus	"	" "
Charles Valier	Greenville, Ill	" "
J S Brewer	Chicago, Ill	" 1896
H R. Durkee	"	" "
Geo O. Carpenter, Jr	St Louis, Mo	" "
Louis Kolb	Marine, Ill.	" 1895
E. W. Guy	Belleville, Ill	" "
C. D. McLure	St. Louis, Mo	" "

ST. LOUIS & PEORIA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. E. Guy	St. Louis, Mo
First Vice President	Geo. O Carpenter	"
Secretary and Treasurer	A. J. Moorshead	"
General Superintendent	L. S. Graves	"
General Freight Agent	L. S. Graves	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. E. Guy	St. Louis, Mo	
Geo O. Carpenter, Jr	"	
Chas. D. McLure	"	
Wm. F. Niedringhaus	"	
G. E. Tainton	New York, N. Y.	
Louis Kolb	Marine, Ill	
Chas. Valier	"	
E W Guy	Belleville, Ill	
H. R. Durkee	Chicago, Ill	

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. Taussig	St. Louis, Mo
Secretary	James Hanna	"
Treasurer	A. H Calef	New York, N. Y.
General Attorney	M F. Watts	St. Louis, Mo
Auditor	James Hanna	"
General Manager	Jos Ramsey, Jr.	"
Chief Engineer	H. P. Taussig	"
Acting Superintendent	W. A. Garrett	"
Superintendent of Telegraph	E. A. Chenery	"
General Passenger Agent	V. W. Fisher	"
General Ticket Agent	V. W. Fisher	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. Taussig	St. Louis, Mo	March 1895
C. G. Warner	"	"
W. B. Doddridge	"	"
Chas. M. Hayes	"	"
E. P Bryan	"	"
W. W. Peabody	Cincinnati, O	"
M. E. Ingalls	"	"

ST. LOUIS BRIDGE COMPANY.

OEFICERS.

Title.	Name.	Location of Office.
President	Wm. Taussig	St. Louis, Mo
Vice President	Julius Walsh	"
Secretary	V. W. Fisher	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J Pierpont Morgan	New York, N. Y	March 5, 1895
Julius S. Welsh	St. Louis, Mo	"
William Taussig,	"	"
Thomas E. Tutt	"	"
V. W. Fisher	"	"

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

Lessee of St. Louis, Vandalia & Terre Haute Railroad Company.

OFFICERS.

Title.	Name.	Location of Office.
President	W. R. McKeen	Terre Haute, Ind
First Vice President	John G Williams	"
Secretary	George E Farrington	"
Treasurer	R. B. Thompson	"
Assistant Auditor	W S Roney	"
General Manager	John G Williams	"
Division Superintendent	Benj McKeen	"
Division Superintendent	F. T Hatch.	Logansport, Ind.
General Superintendent	W K. Elliott	Terre Haute, Ind
Superintendent of Telegraph	R B Woolsey	"
General Freight Agent	H W Hibbard	St. Louis, Mo
General Passenger Agent	E. A Ford	"
Assistant General Passenger Agent	J. M. Chesbrough	"
General Baggage Agent	R. R. Bendey	Pittsburgh, Pa

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John P. Green	Pittsburgh, Pa	January 8,1895
James McCrea	"	"
John E. Davidson	"	"
W. R. McKeen	Terre Haute, Ind	"
Robt. L. Dulaney	Marshall, Ill	"
E. O. Standard	St. Louis, Mo	"
A. G. Henry	Greenville, Ill	"
Chas. Seybt	Highland, Ill	"
J. S. Peers	Collinsville, Ill	"

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	John E. Davidson	Pittsburgh, Pa
Vice President	James McCrea	"
Secretary	S. B. Liggett	"
Treasurer	T H. B McKnight	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John P. Green	Philadelphia, Pa	January 8, 1895
James McCrea	Pittsburgh, Pa	"
John E. Davidson	"	"
W. R. McKeen	Terre Haute, Ind	"
Robert L. Dulaney	Marshall, Ill	"
E O. Standard	St. Louis, Mo	"
A. G Henry	Greenville, Ill	"
Chas. Seybt	Highland, Ill	"
J. S. Peers	Collinsville, Ill	"

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

Operating the East St. Louis & Carondelet Railway Company.

OFFICERS.

Title.	Name.	Location of Office.
President	W. P. McKeen	Terre Haute, Ind
Vice President	John G. Williams	"
Secretary	Geo. E. Farrington	"
Treasurer	Robert B. Thompson	"
Auditor	W S. Roney	"
General Manager	John G Williams	"
General Superintendent	N. K. Elliott	"
Division Superintendent	H. I Miller	St. Louis, Mo.
Division Superintendent	F. T. Hatch	Logansport, Ind.
Division Superintendent	Benj McKeen.	Terre Haute, Ind
Superintendent of Telegraph	R. B Woolsey	"
General Freight Agent	H. W. Hibbard	St. Louis, Mo
General Passenger Agent	E. A. Ford	Pittsburgh, Pa
Assistant General Passenger Agent	J. M. Chesbrough.	St Louis, Mo
General Baggage Agent	R. R. Bentley	Pittsburgh, Pa

EAST ST. LOUIS & CARONDELET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President	John E. Davidson	Pittsburgh, Pa
Secretary	S. B. Liggett	"
Treasurer	T. H. B. McKnight.	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. S. Peers.	Collinsville, Ill	February 15, 1895
C. H. Seybt	Highland, Ill.	"
C. D. Hoiles	Greenville, Ill.	"
Abram McNeil	"	"
H. D Sexton	East St. Louis, Ill	"
James McCrea	Pittsburgh, Pa.	"
John E. Davidson	"	"
W. R. McKeen	Terre Haute, Ind	"
J. J. Brooks	Pittsburgh, Pa.	"

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

Lessee Terre Haute & Peoria Railroad Company.

OFFICERS.

Title.	Name.	Location of Office.
President	W. R. McKeen	Terre Haute, Ind
First Vice President	Jno. G. Williams	"
Secretary	Geo. E. Farrington	"
Treasurer	R. B. Thompson	"
Auditor	W. S. Roney	"
General Manager	Jno. G Williams	"
General Superintendent	N. K. Elliott	"
Division Superintendent	H. I Miller	St. Louis, Mo
Division Superintendent	F. T. Hatch	Logansport, Ind
Division Superintendent	Benj. McKeen	Terre Haute, Ind
Superintendent of Telegraph	R. B. Woolsey	"
General Freight Agent	H. W. Hibbard	St. Louis, Mo
General Passenger Agent	E A. Ford	"
Assistant General Passenger Agent	J. M. Chesbrough	"
General Baggage Agent	R. R. Bentley	Pittsburgh, Pa

TERRE HAUTE & PEORIA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	W R. McKeen	Terre Haute, Ind
First Vice President	John G. Williams	"
Secretary and Treasurer	Geo. G. Farrington	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. R. McKeen	Terre Haute, Ind	January 17, 1895
Jno. G. Williams	"	"
Jos. E Parrish	Paris, Ill	"
Chas. O. Chestnut	"	"
I. H. Burgoon	Decatur, Ill	"

TOLEDO, PEORIA & WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	E. F. Leonard	Peoria, Ill
Secretary	E. D. Usner	"
Treasurer	E. F. Leonard	"
General Attorney	Walter S. Horton	"
Auditor	E. D. Usner	"
General Manager	E. F. Leonard.	"
General Superintendent	E. N. Armstrong	"
Seperintendent of Telegraph	C. B. Plantz	"
General Freight Agent	D. Mowat	"
General Passenger Agent	E. N Armstrong	"
General Ticket Agent	E. N. Armstrong	"
General Baggage Agent	E. N. Armstrong	"
Agent in Illinois for transfer of stock	E. D. Usner	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James A. Roosevelt	New York, N. Y	September, 1895
Franklin H. Head	Chicago, Ill	"
E. F. Leonard	Springfield, Ill	"
Adrian Iselin	New York, N. Y	" 1894
Geo. H. Church	"	"
Edw. H. Durkee	Chicago, Ill	"
John W. Sterling	New York, N. Y	" 1896
H. F. Perkins	Chicago, Ill	"
M. H. Bennett	"	"

TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	S. H. Kneeland	New York, N. Y
Receiver and General Manager	S. R. Calloway	Toledo, O
Secretary	M. L. Crowell	"
Treasurer	W. Howard Gilder	New York, N. Y
General Solicitor	Clarence Brown	Toledo, O
Auditor	D. D. Davis	"
General Superintendent	A. L. Mills	"
Division Superintendent	H. A. Bromer	Frankfort, Ind
Division Superintendent	L. T. Westrich	St. Louis, Mo
Superintendent of M P. & M	C. E. Walker	Frankfort, Ind
Superintendent of Car Service	S H. Milne	Toledo, O
Superintendent of Telegraph	N. McKinnon	"
General Roadmaster	H. T. Porter	"
General Freight Agent	W. S. Weed	"
Assistant General Freight Agent	D. F. Jennings	St. Louis, Mo
General Passenger Agent	C. C. Jenkins	Toledo, O
Chief Surgeon	S. S. Thorne	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. G. Ingersoll	New York, N. Y.	September, 1895
F. L. Russ	"	" "
W. Howard Gilder	"	" "
Jos. O. Osgood	"	" "
Chas. Miller	Franklin, Pa.	" "
J. L. Lardlaw	New York, N. Y.	" 1896
S. R. Calloway	Toledo, O.	" "
S. H. Kneeland	New York, N. Y.	" "
J. S. Stout	"	" "
L. K. Wilson	Trenton, N. J.	" 1897
F. J. Sawyer	Buffalo, N. Y.	" "
M. L. Crowell	Toledo, O.	" "
F. L. Geddes	"	" "

WABASH RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	O. D. Ashley	New York, N. Y.
President	O. D. Ashley	"
Vice President	Edgar T. Wells	"
Vice President	Chas. M. Hays	St. Louis, Mo.
Secretary	J. C. Otteson	New York, N. Y.
Treasurer	T. L. O'Leary	St. Louis, Mo.
General Solicitor	Wells H. Blodgett	"
Auditor	D. B. Howard	"
Assistant Auditor	E. B. Pryor	"
General Manager	Charles M. Hayes	"
Chief Engineer	W. S. Lincoln	"
General Superintendent	H. L. Magee	"
Division Superintendent	E. A. Gould	Peru, Ind.
Division Superintendent	J. L. Goodrich	Chicago, Ill.
Division Superintendent	F. H. McGuigan	Kansas City, Mo.
Superintendent of Telegraph	G. C. Kinsman	Decatur, Ill.
Traffic Manager, freight	M. Knight	St. Louis, Mo.
General Freight Agent	S. B. Knight	"
Assistant General Freight Agent	J. D. Lund	"
General Passenger Agent	F. Chandler	"
Assistant General Passenger Agent	C. S. Crane	"
General Ticket Agent	F. Chandler	"
Assistant General Ticket Agent	C. S. Crane	"
General Baggage Agent	S. H. Overholt	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. D. Ashley	New York, N. Y.	September, 11, 1894
George J. Gould	"	" "
Edgar T. Wells	"	" "
Henry K. McHarg	"	" "
C. J. Lawrence	"	" "
S. C. Reynolds	Toledo, O.	" "
Thomas H. Hubbard	New York City	" "
John T. Terry	"	" "
Russell Sage	"	" "
Francis Pavy	London, England	" "
C. C. Macrea	"	" "
P. B. Wyckoff	New York, N. Y.	" "
Edwin Gould	"	" "

WABASH, CHESTER & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Nathan Cole	St. Louis, Mo
Vice President	C. B. Cole	Chester, Ill
Secretary	H C. Cole	"
Treasurer	C. B. Cole	"
Attorney	H. C. Horner	"
Auditor	C. E. Kingsbury	"
General Manager	C. B. Cole	"
Superintendent	J. R. Hawkins	"
General Freight Agent	C. E. Kingsbury	"
General Passenger Agent	C. E. Kingsbury	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathan Cole	St. Louis, Mo.	March, 1897
Charles B. Cole	Chester, Ill	" 1895
H. C. Cole	"	" "
J. J. Morrison	"	" 1896
George W. Evans	Mt. Vernon, Ill	" "

WISCONSIN CENTRAL COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President and Treasurer	Edwin H. Abbot	Boston, Mass
Vice President and Assistant Treasurer	Frederick Abbot	Milwaukee, Wis
Secretary and General Solicitor	Howard Morris	"
Assistant Treasurer	Henry Mitchell	Boston, Mass
Auditor	Robert Toombs	Milwaukee, Wis
Assistant Secretary	Jos. H Williams	Boston, Mass
General Manager	H F. Whitcomb	Milwaukee, Wis.
Chief Engineer	Robert B. Tweedy	"
General Superintendent	Sumner J. Collins	"
Division Superintendent	F. H. Marsh	Waukesha, Wis.
Division Superintendent	A. R. Horn	Stevens Point, Wis
Superintendent of Telegraph	T. J. Hawn	Milwaukee, Wis.
General Freight Agent	C. L. Wellington	"
Assistant General Freight Agent	F. A. Price	"
General Passenger Agent	Jas. C. Pond	"

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Alpheus H. Hardy	Boston, Mass.	October, 1894
Chas R. Batt	"	" "
Joseph H. Wellman	"	" "
Edwin H Abbot	Cambridge, Mass.	" "
Frederick Abbot	Milwaukee, Wis.	" 1895
Eustace C. Fitz	Boston, Mass.	" "
George W. Johnson	Brookfield, Mass.	" "
Jeremiah Smith	Cambridge, Mass	" "
Phillip S. Abbot	"	" 1896
Howard Morris	Milwaukee, Wis	" "
Richard G. Hazard	Peace Dale, R. I.	" "
Henry F. Whitcomb	Milwaukee, Wis	" "

LIST OF RAILROADS INCORPORATED DURING THE YEAR ENDING JUN 30, 1894.

Danville Coal Belt Railroad Company. From a point on the Rossville, Sidell Branch of the C. & E. I. Railroad in the county of Vermilion to south of the crossing of said Branch over the Peoria & Eastern Division of the C., C., C. & St. L. Ry.; thence eastwardly to a point between said Branch and said Middle Fork Creek; thence southwardly to a point south of the Wabash Railroad and west of Vermilion River in said county; thence westwardly to a point on said Rossville-Sidell Branch of the C. & E. I. R. R., together with three branches. Capital, $500,000. Incorporators are C. E. Hecklen, W. W. Holman, W. J. Messing, O. S. Jones and W. B. Woodman. Filed July 11, 1893.

Terre Haute, Saylor Springs & Mt. Vernon Ry. Co. From a point on the Wabash River at or near the town of York in Clark county by the most feasible route to Mt. Vernon in Jefferson county. Offices, Terre Haute. Capital stock, $2,000,000. Incorporators, Lewis W. Barnes, Benjamin F. Scarefe, Geo. W. Evans, Chris. E. Hilts and Chas. B. Cole. Filed July 27, 1893.

Waukegan & Mississippi Valley Ry. Co. From the southeast portion of the city of Waukegan in the county of Lake and State of Illinois at or near the south boundary of said city, and running in a southwesterly and westerly direction to a point in the west line of said county of Lake in the town of Waucanda or Grant. Capital stock, $60,000. Incorporators, Chas. S. Holt, Chas F. Hamill, Wm. P. Sidley, Wm. J. Lauderback and Arthur D. Wheeler. Filed Aug. 26, 1893.

Chicago, Sioux City & Bismark R. R. Co. From the city of Chicago to Sioux City in the state of Iowa; thence through South Dakota via the Blue Blanket Valley to the city of Bismark in the state of North Dakota. Capital stock, $1,000,000. Incorporators, Ira Brown, R. H. Beattie, B. F. Bell and D. H. Lee. Filed Sept. 20, 1893.

Mississippi Valley Ry. Co. From the city of East St. Louis to the city of Cairo with any desirable branches and connections passing through the counties of Madison, St. Clair, Randolph, Jackson, Union and Alexander. Capital Stock, $3,000,000. Incorporators, Thos. N. Chase, G. W. Killion, Geo. W. Chase, Chas A. Gamlin and M. C. Pennell. Filed Oct. 2, 1893.

Chicago General Ry. Co. From a point in the city of Chicago at or near the intersection of 22nd street extended eastwardly to Lake Michigan and to the village of Riverside, with a branch from a point in said railway in the city of Chicago to Lamont in said county of Cook, and with another branch to Evanston, and another branch to Blue Island, another branch to Maywood, another branch to Norwood Park, and to such other points as may be determined upon by said company. Capital stock, $10,000,000. Incorporators, James P. Mahoney, Lyman M. Paine, Lawrence E. McGann and Lawton C. Bonney. Filed Oct. 23, 1893.

Lake Shore, River View & Elgin Ry. Co. From a point on the shore of Lake Michigan, between Rogers Park and Evanston, to Riverside on

the Wisconsin Central and thence to Elgin, Illinois. Capital stock, $1,000,000. Incorporators, D. W. Wood, B. M. Baker, Isidore Price, Thos. Jones. Filed Oct. 21, 1893.

Northwestern Elevated Railroad Company. From Congress street, between the South Branch of the Chicago River on the west and Lake Michigan on the east, in the city of Chicago, thence in a northerly direction across the main branch of the Chicago River and thence running northerly and northeasterly to the present limits of the city of Chicago. Capital, $15,000,000. Incorporators, Edw. W. Russell, Walter M. Anthony, Bion. J. Arnold, Harold Sturges and Frederic Sargent. Filed Oct. 30, 1893.

Terre Haute, Olney & Chester R. R. Co. From a point on the Wabash River at or near the village of York in Clark county, thence in a southwesterly direction through the counties of Clark, Crawford, Jasper (city of Olney), Richland, Clay, Wayne, Marion and Jefferson in the same general direction to a point at or near Chester on the Mississippi River. Capital stock, $2,000,000. Incorporators T. A. Fritchy, Fred N. Boyer, John N. Homer, Charles Ferriman, Edward C. Baughman and others. Filed Nov. 27th, 1893.

Hammond & Blue Island R. R. Co. From a point on the line dividing the states of Illinois and Indiana and opposite to the city of Hammond in the State of Illinois to a point to be hereafter selected in or adjacent to the village of Blue Island. Capital stock, $100,000. Incorporators, Silas H. Strawn, Ralph Martin Shaw, James T. Maher, Edward S. Whitney, Jas. Miles. Filed Dec. 8th, 1895.

Belleville Electric Company. From the eastern limits of the city of Belleville to the western limits of the city of East St. Louis, and from the eastern terminus as above around to the northern limits of said city of Belleville, and on the southeastern limits of said city of Belleville to the eastern terminus as above. Capital Stock, $300,000. Incorporators, J. H. Atterbury, John J. McClean, John W. Griswold, Paul Wabt and R. Ross. Filed Dec. 9, 1893.

Chicago, Paducah & Memphis R. R. Co. From Altamont, Effingham county, to Metropolis in Massac county. Capital stock, $2,500,000. Incorporators, B. F. Johnston, Rodey Kieley, Prisley M. Johnston, John W. Griswold, John J. McLean, Wm. L. Huse, Jos. Dickson. Filed Dec. 21, 1893.

Preemption Eastern R. R. Co. From point on the Rock Island & Mercer Co. R. R. near the village of Preemption in Mercer county to a point in or near section 4 in T. 15 R. 1 W. 4th P. M. in said Mercer county, with such branches and side tracks as are deemed from time to time necessary and convenient. Capital stock, $50,000. Incorporators, Henry Hurtis, Robert Lee, Robert H. Hudson, Hugh P. Greenough, Frank R. Rockwell. Filed Dec. 22, 1893.

Chicago Suburban Railroad Terminal Co. From some point in the city of Chicago to such points in the towns of Wayne and Winfield in the county of DuPage as may hereafter be determined upon. Capital stock, $500,000. Incorporators, Wm. E. Gehring, Albert D. Baldwin, Chas. H. Jackson, L. E. Sauter, Edw. G. Henkle. Filed Jan. 5, 1894.

South Side Extension R. R. Co. Commencing at a point between Harrison street and Peck Court in the city of Chicago, between State street on the west and Wabash avenue on the east, and running thence northerly to a point in or near Water street, between Lake Michigan on the east and the South Branch of the Chicago River on the west. Capital stock, $1,000,000. Incorporators, Marcellus Hopkins, David R. Lewis, Wm. R. Champlin, Edwin L. Lahdell and Wm. Gurley. Filed Jan. 22, 1894.

Chicago North Division Elevated Railroad Co. Commencing at a point to be selected by said company south of the main branch of the Chicago River and north of Congress street, between the South Branch of the Chicago River and Lake Michigan, in the city of Chicago, and running

thence northward across the Chicago River by means of a bridge. Thence in a general northward direction to the city limits on the north, with branch from said main line, and starting from point between North avenue and the Chicago River and running thence west to Western avenue and thence in a general northwest direction to the present city limits. Capital stock, $10,000,000. Incorporators, Wm. Sooy Smith, Jas. T. Hall, Marcus Pollasky, Wm. M. Tracy, L. O. Goddard and Frederic Gardner. Filed Jan. 31, 1894.

Rock River Electric Railway. From the city of Rockford in the county of Winnebago to the city of Dixon in the county of Lee. Capital stock, $500,000. Incorporators, Jas. D. Ticknor, George E. King, Harry Andrews, Jason C. Ayres and Fred G. Jones. Filed Feb. 16, 1894.

Chicago, Superior & Pacific Ry. Co. Commencing at a point in the township of Lyons near the west limits of the city of Chicago and thence extending in a northwesterly direction through the county of Cook and the county of Lake and the county of McHenry to a point on the state line between the states of Illinois and Wisconsin, said railroad to be located on the route surveyed for the Chicago & Northern Pacific Air Line. Capital stock, $4,000,000. Incorporators, Robt. E. L. White, Wm. R. Chadsey, Wm. H. Schnebel and Robt. W. Browne. Filed Mar. 17, 1894.

Chicago, St. Louis & Cairo R. R. Co. Chicago to East St. Louis and thence to Cairo, Alexander county. Capital stock, $20,000 per mile from Chicago to Cairo via East St. Louis. Incorporators, Morris R. Locke, Prentis D. Cheney, A. W. Cross, D. H. Donovan and Geo. A. Sanders. Filed April 10, 1894.

Galesburg, Etherly & Eastern R. R. Co. From Wantago in Knox county in an easterly direction to the coal lands of the Galesburg Coal Co. in said county of Knox. Capital stock, $150,000. Incorporators, J. F. Brown, Geo. C. Beal, Herbert T. Windsor and Byron A. Powers. Filed April 27, 1894.

Industry & New Philadelphia, McDonough County, Ry. Co. From Quincy to New Philadelphia in McDonough county. Capital stock, $60,000. Incorporators, J. S. Wells, W. H. Steele, W. H. Smith, Chas. Shannon and M. D. Obenshain. Filed May 5, 1894.

APPENDIX.

INADEQUATE TRAIN SERVICE.

In our report for last year, reference was made to the complaint of citizens of Benton and other towns on the Belleville & Eldorado division of the St. L. A. & T. H. R. R. Co., alleging insufficient train service, which complaint was heard by the Commission at Benton, Franklin county, on January 9 and 10, 1894. This hearing resulted in the following opinion and order by the Commission:

Complaint No. 101.

CITIZENS OF BENTON, *et al.*,
Petitioners.
vs.
THE ST. LOUIS, ALTON & TERRE HAUTE R. R. CO.
Respondents.

Passenger Train Service.

Filed November 22, 1893.
Hearing at Benton, January 9 and 10, 1894.

Appearances.

For Petitioners, HON. C. H. LAYMAN and D. R. WEBB.
For Respondent, HON. GEO. W. PARKER and
F. M. YOUNGBLOOD.

OPINION OF THE COMMISSION.

Opinion by Cantrell, Chairman.

STATEMANT OF PETITIONERS.

This is a petition of the citizens of Benton, Eldorado, Galatia, Thompsonville, Christopher and Mulkeytown, stations on the Belleville and Eldorado Division of the St. Louis, Alton & Terre Hante Railroad, a line of railroad extending from DuQuoin, in Perry county, to Eldorado, in Saline county, a distance of fifty miles.

The petition charges that the only train operated by the respondent on this division of its road is "a mixed train," consisting of coal, stock and freight cars, to which is attached two passenger coaches, leaving DuQuoin at 11 o'clock A. M. and arriving at Eldorado at 3 o'clock P. M., and is due at DuQuoin at 6:50 o'clock P. M., on its return. That Eldorado is the junction of the C., C., C. & St. L. and the Louisville & Nashville railroads.

That passengers desiring to go north on either of these roads are compelled to remain in Eldorado from sixteen to eighteen hours. That passengers from stations east of DuQuoin, desiring to go to St. Louis, or any point on respondent's road west of DuQuoin are compelled to remain in DuQuoin from 6:50 o'clock P. M. until 4:35 o'clock A. M. on the following morning. That this is the only train that runs east of Benton. That a train consisting of a baggage car and one passenger coach leaves DuQuoin for Benton at 10:10 o'clock P. M., on Sunday and Monday only, arriving at Benton at 11 o'clock P. M., where it remains until 3:45 o'clock the following morning. That the "mixed train" carries the United States mail. That it is not run on its schedule time, being frequently from twenty minutes to three hours late, and that by reason thereof the mails are delayed. That the present train service does not furnish the patrons of the road with necessary and adequate means of travel. That the population of Eldorado is 2,000; Galatia, 800; Thompsonville, 500; Raleigh, 500; Benton, 1,200; Christopher, 200; Mulkeytown, 200; DuQuoin, 5,000. That the population of Perry county is 17,529; Franklin county, 17,138; Saline county, 19,332.

Petitioners ask that the defendant be required "to operate its railroad as a continuous line from St. Louis, Mo., to Eldorado, Ill., so as to give to complainants, and the public generally, a through daily passenger train thereon, making appropriate connections with other roads at St. Louis, DuQuoin and Eldorado.

ANSWER OF RESPONDENT.

The respondent avers in its answer to the petition:

That it ought not to be required to furnish greater train service than patrons of the road are willing or able to pay for.

That the business of the line will not justify additional train service.

That the Board has no authority to require a service which the business will not compensate.

That the company is not financially able to incur an expenditure beyond the earning power of the road.

That to grant the prayer of the petition would antagonize both State and Federal Constitutions.

That it is operating this division at a loss.

The evidence in this case shows that the respondent, the St. Louis, Alton & Terre Haute Railroad Company, is operating as lessee a line of road known as the Belleville & Eldorado Railroad running from DuQuoin, in Perry county, eastward through Benton to Eldorado, a distance of fifty miles; that this line connects at DuQuoin with the Belleville & Southern Illinois Railroad, also operated by said company as lessee, running from DuQuoin to Belleville, where it connects with the Belleville & Carondelet Railroad, also operated by the same company under a lease, and there it also connects with its proprietary line for St. Louis. That said company is also operating as lessee a line of railroad from Pinckneyville, a station on the Belleville & Southern Illinois Railroad, to Brooklyn, Illinois, known as the Chicago, St. Louis & Paducah Railroad. That the entire length of lines owned and operated by the St. Louis, Alton & Terre Haute Railroad Company is 239.4 miles. That there are located on the line of respondent's road east of DuQuoin seven stations, with an average population of about 700.

That the population of DuQuoin is 5,000, Benton, 1,200, and Eldorado 2,000. That the aggregate population of Perry, Franklin and Saline counties is 53,999. That DuQuoin is the junction of the Illinois Central Railroad, and the Belleville & Eldorado, and Belleville & Southern Illinois Railroads. That Eldorado is the junction of the Belleville & Eldorado, the Cairo division of the C., C., C. & St. L. and the Shawneetown branch of the L. & N. Railroads. That the only train operated over the entire length of the B. & E. division is a "mixed train" consisting of coal, stock and freight cars, to which is attached a combination car and pas-

senger coach; that this train carries freight, express, baggage, stock, mail and passenger; that said train does not make any connections at Eldorado with either of the roads at that place; that it does not connect at DuQuoin with any of respondent's passenger trains for St. Louis. That this train makes a round trip from DuQuoin to Eldorado daily (except Sunday); that passengers living east of Benton desiring to go to any point west of DuQuoin cannot go beyond DuQuoin on said train, but are compelled to remain in DuQuoin over night and resume their journey the following morning. That a train consisting of a baggage car and one passenger coach leaves DuQuoin for Benton at 10:10 o'clock P. M. on Sunday and Monday only, arriving at Benton at 11 o'clock P. M., where it remains until 3:45 o'clock the following morning, when it leaves for St. Louis.

That the respondent company does not furnish sufficient *passenger trains to accommodate* the travel along the line of the Belleville & Eldorado division of their road, and that by reason thereof the public is greatly inconvenienced, and are compelled to accept passage on a "mixed train" if they desire to travel on the line east of Benton.

That the respondent company as a corporation has the financial ability to furnish the additional passenger train asked for by petitioners.

That in their annual reports to the Railroad and Warehouse Commission the gross earnings of the respondent company from operation, less the operating expenses, show net earnings per mile of road owned and operated by them to be in—

1888	$2,327.43
1889	1,853.53
1890	2,335.12
1891	2,411.00
1892	2,696.00
1893	2,776.00

It is true that the evidence of the Auditor of respondent shows that estimating the earnings of the B. & E. division upon a strict mileage basis, and charging it with 4 per cent. of the general expenses of the entire system in addition to all the expense they are able to locate on that division, there is a deficit for every year they have been operating the road, save one. In the opinion of the Commission, the earnings of this division should not be confined to a strict mileage basis, but an "allowance" or "constructive" mileage should be given it, such as is just and equitable, and as is the custom among other railroad corporations operating branches in connection with their main stem, or proprietary line. If this division is to be treated by respondent in its sworn report to the Commission, as a part of its system, then respondent must treat it as a part of its system where the rights of the public are affected. It cannot be a part of the system of respondent for one purpose and a separate and independent line for another. If it shall bear part of the general expense of the whole system, this is equitable, this is just, both to the stockholders and to the public.

The duty a railroad corporation owes to the public is no longer a controverted question in Illinois, there is no uncertain sound in the expression of our Supreme court on this subject. Many cases have been cited by counsel for petitioner and respondent, all of which we have examined with care, and quote from some of the leading cases which we deem in point.

"The primary consideration and principal object in the creation of railroad corporations, and in conferring upon them privileges not enjoyed by private citizens, was the accommodation of the public and the promotion of their interests. It was not merely to *aggrandize* and *enrich* the *stockholders*, the benefits to be derived by the stockholders are only incidental to accomplish the primary object. To accomplish these purposes the people in a large number of counties, cities, villages and townships have incurred debts, which, in the aggregate, amount to a vast sum, to subscribe for stock in railroads, or as donations, and to aid in their con-

struction. In many instances heavy taxes have been laid to meet the interest on their bonds issued to pay for such stock, and, in most cases, their stock has been wiped out of existence, and they have nothing to show for their immense liabilities thus incurred. Can it be insisted that the people have incurred these heavy liabilities, burdened themselves in many instances to the point of ruin, only for the benefit of private stockholders? On the contrary, all know such liberality in granting the aid thus afforded, and privileges thus conferred, was mainly to advance the public interest, and private interest merely as an incident."

P. & R. I. Ry. Co. v. C. V. M. & Co., 68 Ill., 489.

"The rights and privileges legally exercised by them are exclusive in their nature, and for that reason they should be held strictly to act within the powers granted. It will not do to say it is more *convenient*, more *profitable* to the company to act in a particular manner. When these bodies accept their charters, they are held to enter into a contract with the State, to discharge all the duties imposed, and to exercise the rights and privileges conferred on them in the manner described. And they must be held to a performance of this contract in precisely the same manner as is required of individuals."

O. & M. Ry. Co. v. Dunbar et al., 20 Ill., 626.

"By virtue of the power of eminent domain, railroads may take the lands of the citizen against his will, and can, if need be, demolish his house. Is it supposed these great powers were granted merely for the private gain of the corporators? On the contrary, we all know the companies were created for the public good. The object of the legislature was to add to the means of travel and commerce. Railway charters not only give perpetual existence and great power, but they have been constantly recognized by the courts as contracts between the companies and the State, imposing reciprocal obligations."

C. & N. W. Ry. Co. v. The People, 56 Ill., 379.

They are, in consideration of the valuable privileges conferred upon them by the State, bound to respond by providing the most *ample* accommodations for the public, and by discharging every duty imposed upon them with fidelity and dispatch.

Ill. Cent. R. R. Co. v. Waters, 41 Ill., 379.

Numerous cases can be found both in the reports of our own and other Supreme Courts where the same doctrine has been repeatedly laid down. It is so well settled that it will not be denied.

While railroad companies have the right to appropriate a portion of their trains exclusively to carrying freight and to entirely exclude passengers from the same, by a parity of reasoning the public may compel a railroad company to furnish sufficient passenger trains, from which freight cars are excluded, to accommodate the travel.

C. & A. R. R. v. Randolph, 53 Ill., 510.

It is insisted by counsel for respondent that the case of The People v. The O. & M. Ry. Co., 120 Ill., page 200, is conclusive of this case, and in connection with it we are also referred to the opinion of ex-Attorney General Hunt. We are quite familiar with both. The Attorney General's opinion is based upon the opinion in the O. & M. case, therefore we need only refer to the latter. We have no fault to find with the opinion of the Court upon the admitted facts in the case. The Court, in passing upon the case, uses this language:

"It is believed, however, no case can be found which, in the absence of a statutory requirement, has gone to the length of holding that a railroad company may be compelled by *mandamus* to increase the number of trains on its road, and we are satisfied there is no common law authority for making such order."

By reference to the case of State v. H. N. H. R. R. Co., 29th Connecticut, on page 538, it will be seen that the Supreme Court of Connecticut,

in a proceeding by *mandamus* to compel the defendant company to run a passenger train to the terminus of their road, held, in awarding the writ of *mandamus*, "that the railroad company had no right to retain their franchise and refuse to discharge their corporate duty—that chartered companies are obliged fairly and fully to carry out the objects for which they are created, and that they can be compelled to do so by *mandamus*."

The case is approved by our own Supreme Court in the case of the C. & N. W. Ry. Co. v. The People, 56 Ill., page 384, and is therefore as much an authority in Illinois as the decision of our own Supreme Court: But we do not think the O. & M. case is an authority in this case, for the reason that the facts upon which the Court based its opinion are admitted as true, while in the case before us they are not only not admitted but are controverted. In the O. & M. case the inability of the company to comply with the order or the Court granting the writ of *mandamus* was admitted, while in the case before us the evidence shows conclusively that the respondent, as a corporation, is abundantly able to furnish ample and convenient train service on any part of its system: therefore the two cases are not parallel.

The power of the Board to regulate train service, or to make an order granting the prayer of the petition herein, is denied by respondent, and in this connection we desire to call attention to Section 163, R. S., Chapter 114, which provides:

"Said commissioners shall examine into the condition and management and all other matters concerning the business of railroads and warehouses in this State so far as the same pertains to the relation of such roads and warehouses to the public and to the accommodation and security of persons doing business therewith, and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employés comply with the laws of this State now in force or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute all corporations or persons guilty of such violation." * * * *

While this statute has never received a construction by our Supreme Court, we are of the opinion that a fair construction of it will warrant the Board in a proper case to make an order regulating train service; and that upon the failure, neglect or refusal of the railroad corporation to comply with such order, that the courts in the proper proceeding will compel the railroad company either to discharge the duty it owes the public, or forfeit its franchise.

It is not insisted by the Board that it has any judicial functions or that it could, independent of the courts, enforce any order it may be pleased to make concerning this or any other matter in which it may have jurisdiction, but it is believed by the Board that it has the power in a proper case to recommend to a railroad company that it shall discharge its duty to the public as required by law, and that upon its failure to do so, that the Board may cause proper suit or suits to be instituted in the proper courts to compel it to do so.

The franchise granted a railroad corporation are public grants, and clothe the property constituting the railway with a public use. It gives it a semi-public character and subjects it to the regulation and control of the State in behalf of the public, to the extent that its charges must not only be reasonable, but its management safe, *convenient and ample for the accommodation of the public*. When these objects are accomplished, the right of State control ceases because the rights of the public are secured.

Therefore, believing as we do, from the evidence in this case, that the citizens living along the line of the Belleville and Eldorado division of respondent's line of railroad are not furnished with ample or convenient *passenger trains* to accommodate those who may desire to be transported over said division or any part thereof, and believing farther that no case

can be found requiring the public to travel on a freight or "mixed train," and being convinced from the evidence in the case that the respondent has the financial ability to operate a passenger train in addition to the present "mixed train" now being operated by it, over its entire line, and in doing so it will not only discharge the duty it owes to the public, but will, at the same time, increase the earning capacity of its road.

We therefore recommend to you, the St. Louis, Alton & Terre Haute Railroad Company, that you, without delay, cause to be placed and operated on the Belleville and Terre Haute Division of your road, in addition to the "mixed train" now being operated by you on said line, a daily passenger train, suitable and sufficient to carry all passengers, with their necessary baggage, in comfort and security and at a reasonable speed, and that you operate your said railroad from East St. Louis as a continuous line, so that persons desiring to leave Eldorado and intermediate points in the morning of each day (Sunday excepted) may be able to go on said railroad to East St. Louis and return the same day.

This order the St. L., A. & T. H. R. R. Co. refused to comply with and proceedings against the railroad company for a writ of mandamus were instituted to the October term of the Franklin County Circuit court.

This trial resulted in the dismissal of the petition of the commission, and an appeal was then prosecuted to the Supreme Court of the State of Illinois to the Springfield division thereof, where the case is now pending and a decision almost daily expected.

COMPLAINTS.

No. 111.

Before the Railroad and Warehouse Commissioners of the State of Illinois.

Complaint of Wm. H. King & Son, of Kings, Ogle county, Illinois, v. the Pittsburg, Fort Wayne & Chicago Railway Company for alleged extortionate switching charges. Complaint filed March 10, 1894; hearing at Chicago May 11, 1894. Decision rendered Dec. 5, 1894.

Opinion of the Constitution by W. S. Cantrell, Chairman:

The object of this complaint is to correct alleged extortionate charges for the switching of cars of wet glucose feed from the Sugar Refining Company's factory at the corner of Beach and Taylor streets, in the city of Chicago, to the tracks of the Chicago, Burlington & Quincy Railroad Company. It is alleged by the complainants that in the years 1892, 1893, and January of 1894, they shipped from Chicago, Illinois, 61 cars of glucose feed to Chana, Ogle county, Illinois, and 193 cars of such feed to Kings, Ogle county, Illinois, both of which places are on the line of the Chicago, Burlington & Quincy Railway Company.

That all such feed was loaded into the cars of the respondent at the factory of the Chicago Sugar Refining Company, at the corner of Beach and Taylor streets in the said city, and by the respondent switched to the tracks of the C., B. & Q. R. R. Co., and that the distance said cars were transported by the respondent was less than three miles; that the respondent wrongfully and unlawfully charged for such switching the sum of five dollars per car, and exacted and extorted from the said C., B. & Q. R. R. Co., and by it entered up as back charges, and charged to the complainants with the regular freight bills rendered by said C., B. & Q. R. R. Co. to the complainants, and the complainants thereby paid to the respondent said sum of five dollars per car for each of said cars above mentioned (as shown by freight bills filed in evidence), by paying the regular freight bills of said C., B. & Q. R. R. Co.; that the respondent thereby exacted and extorted from said complainants the sum of five dollars per car for such switching charges when it was only entitled, under the rules of the Commission, to two dollars per car for such services.

The respondent avers in its answer to the complaint in substance as follows:

First—That the factory of said Sugar Refining Company is not situated on any track owned or controlled by the respondent.

Second—That the rate of $5 per car charged on the switching in question is an average uniform rate fixed by the respondent for all switching between all points along the line of this respondent in the city, of Chicago, and all other points on the lines of all other roads in said city and embraces distances varying from a fraction of a mile to twelve miles.

Third—That all of the fifteen or more railroad companies having lines and terminal facilities in said city of Chicago on January 1, 1892,

adopted uniform rates per car for switching, embracing distances varying from a fraction of a mile to twelve or more miles, such uniform rates being the sum of $3.50 to $5 per car.

Fourth—That the charge of $5 per car as set forth in the complaint includes the switching into and out of said yard all empty cars taken to said factory to be loaded and all empty cars taken away from said factory after being unloaded.

Fifth—That the merchandise with which said cars were loaded for transportation is of a perishable nature and therefore required immediate attention, whereby cost of switching was enhanced.

Sixth—That the rate of $5 per car charged by respondent for switching said cars herein mentioned is not unreasonable or excessive under the circumstances of the case.

Seventh—That it is not desirable to have more than one switching charge for any line and that charge should include the longest distances as well as the shortest between switching points.

OPINION.

The rule of this Commission, which complainants aver has been violated by the respondent, is as follows:

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles shall be $2 per car.

The question before us is whether or not the defendant company has been guilty of a violation of this rule, which is based upon the power granted this Commission by the statute authorizing them to establish reasonable rates, etc.

It appears to us quite conclusively from the preponderance of the evidence that some of the cars in question were hauled by the respondent not to exceed three miles. The number of the cars so hauled does not affect the merits of this case. If only one car was switched by respondent, and the distance was not exceeding three miles, and a charge of more than $2 was made for this service, it is a violation of the rule above referred to.

The point urged by respondent "that it did not take these cars from any point on any track owned or controlled by it" is not well taken, for the reason that respondent did this switching with a full knowledge of the switching charges as fixed by the Commission, and also with a full knowledge of the fact that they were taking these cars from a point on a line of railroad not owned or controlled by it, and it is therefore estopped from claiming any advantage or general benefit thereby.

It is also true that respondent could not have been compelled to go to the Sugar Refining Company's works for these cars as it was not located "on any tracks owned or controlled by respondents," but having elected to do so, it cannot now plead in defense of its conduct that the cars were not taken from a point on track or tracks that was not owned or controlled by it.

If respondent in good faith had desired to avoid the violation of the rule of the Commission which provides a maximum rate for switching cars, it could have done so by refusing to go upon the tracks of another company to do this switching. Not having done so, the rule of law is that they intended to violate or ignore the rule of the Commission fixing this switching charge.

The complainant when he ordered the cars switched from the Sugar Refining Company's works had a right to suppose that the Switching Company would conform to the rule of the Railroad and Warehouse Commission in such cases made and provided. If the distance these cars were switched did not exceed three miles, he had a right to expect to pay but $2 per car for the service performed.

It is contended that the evidence does not show that the charge of $5 for switching the cars in question was unreasonable. In the opinion of the Commission this position is not tenable, for the reason that the maximum charge fixed by the Commission is made by law *prima facie* a reasonable rate and any railroad company which charges more must assume the burden of showing in defense when prosecuted for extortion that the maximum rate fixed by the Commission is unreasonable.

In summing up this case, we have arrived at the following conclusion:

The evidence clearly shows that some of the cars in question were received by the defendant company, the Pittsburgh, Fort Wayne & Chicago Railway Company, at a point less than three miles from their destination, and that such cars were actually hauled by respondent direct to their destination, a distance of less than three miles, and that the respondent company has charged for such service the sum of $5 per car, which is in excess of the rate established by this Commission for such service, and that this constitutes a *prima facie* case of extortion.

(Signed) W. S. CANTRELL, *Chairman.*

No. 116.

Before the Railroad and Warehouse Commission of the State of Illinois.

Complaint No. 116.

Mexican Amole Soap Company.

v.

Peoria & Pekin Union; Chicago, Burlington & Quincy and Chicago, Rock Island & Pacific Railroad Companies.

Refusal to Switch Cars.

Filed October 15, 1894.
Hearing at Chicago, January 18, 1895.

APPEARANCES.

For Complainants, A. A. BRAYSHAW, President Mexican Amole Soap Company.

For Respondents, HON. W. S. HORTON for P. & P. U. and C. R. I. & P. and L. O. GODDARD, W. F. MERRILL and HON. C. M. DAWES for the C. B. & Q. R. R. Co.

Opinion of the Commission.

Opinion by CANTRELL, *Chairman.*
Decided February 1, 1895.

In the matter of the complaint of the Mexican Amole Soap Company against Peoria & Pekin Union Ry., et al.

STATEMENT OF FACTS.

On the 8th of October, 1894, the Mexican Amole Soap Company of Peoria, Illinois, complainants therein had a car load of box lumber shipped from St. Paul, Minn., to Peoria, Ill., over the Chicago, Burlington & Quincy Railroad. On its arrival in Peoria, the complainants were notified of the fact, and gave the C. B. & Q. R. R. Co. instructions to switch the car over the tracks of the P. & P. U. Ry. to their factory, which is located in block 3 on the line of the free delivery or team tracks of the said P. & P. U. Ry.

Complainants were informed by the C. B. & Q. that the P. & P. U. Company would not accept the car. The president of the complainant then went to the Chicago, Rock Island & Pacific Railroad Company offices and saw Mr. Lord and Mr. Lintner of said company, the latter of whom is the agent there, and asked them to switch this car on to their tracks, which are also located convenient to complainant's factory, and are parallel with the P. & P. U. Company's tracks. The president of the complainant company was informed by said parties that they would like to accommodate him but could not do so. He then told them that he was willing to pay whatever they charged for the service, but they

still refused to switch the car. He then made application to the P. & P. U. Company to have this car placed on their tracks opposite complainant's factory in block 3, and it also refused, giving as a reason therefor that it had written instructions not to switch any cars from the C. B. & Q. tracks, or any other line that was not in their Union. He replied that he was willing to pay whatever the charge was for said service and they stated that they had no price and would not switch the car.

The tracks of the P. & P. U. and C., R. I. & P. R. R. Cos. above referred to are known and designated as free delivery, team or unloading tracks. There is no contention here that the P. & P. U. and C., R. I. & P. have ever refused to place on their respective free delivery tracks any cars coming to Peoria over their respective lines. The free delivery track of the C., B. & Q., where the car in question was delivered, is about four blocks from the factory of complainants. The evidence shows that there is an interchange of business between the C., B. & Q. and the C., R. I. & P. and the P. & P. U. companies in Peoria for points in that city for which a switching charge is made, but none of this interchange of business is handled on the free delivery tracks of either of said roads, and the switching that is done is to private or industry tracks. The evidence also shows that the Peoria railroads refuse to switch cars arriving at Peoria over lines other than their own to their respective free delivery or team tracks. They base their refusal to switch cars as above upon the ground that to do so would be furnishing terminal facilities for other roads.

OPINION.

The evidence shows in this case that the car in question was shipped over the Chicago, Burlington & Quincy R. R. from St. Paul to Peoria; that upon its arrival in Peoria the complainant was notified; that it requested the C., B. & Q. agent to have it switched to a point opposite its factory on the P. & P. U. or C., R. I. & P. R. R. Companies' tracks; that application was made to each of these roads and was refused; that the factory of complainant is located on the team or free delivery tracks of the Peoria & Pekin Union Ry.; that the tracks of the Chicago, Rock Island & Pacific Railroad Company at or near complainant's factory are also free delivery tracks.

It is very evident that that the only object complainants had in desiring this car switched, was its own convenience and to save the expense of unloading by wagon and hauling to its factory. The C., B. & Q. "team tracks," where this car was placed, is about four blocks from complainant's factory, and while there is no doubt that either the P. & P. U. or C., R. I. & P. "team tracks" are nearer the factory than the "team tracks" of the C., B. & Q., yet we do not think this a sufficient reason why either the P. & P. U. or C., R. I. & P. should be compelled to switch this car to their free general delivery or team tracks,—to hold that they should do so would in effect hold that one railroad company can be compelled under the law to furnish terminal facilities for another, which we do not believe to be just or equitable.

"Team or free delivery tracks" are tracks that are built, maintained and used by railroad companies for loading and unloading freight shipped over their lines for the accommodation of their own patrons. Each railroad company is required to furnish *its* patrons with reasonable terminal facilities, in which is included tracks for loading and unloading by wagon.

We have examined the evidence in this case carefully, and are of the opinion that the real question in this case is not whether one railroad company can be compelled to switch cars for another, but rather, "can one railroad company be compelled to furnish terminal facilities for another?" We are of the opinion that it cannot, but that each railroad company must under the law furnish its own terminal facilities for its own patrons.

For the reasons above stated the complaint is hereby dismissed.

CROSSINGS.

THE BELLEVILLE CITY RAILWAY COMPANY, *Petitioner.*

vs.

THE LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY, *Respondents.*

PETITION TO DETERMINE PLACE OF CROSSING.

Petition filed March 20, 1894. Crossing viewed March 26, A. D. 1894. Answer filed April 3, 1894. Hearing April 3, 1894, and April 19, 1894. Opinion filed April 25, 1894.

Opinion of the Commission by W. S. CANTRELL, *Chairman.*

This is a petition by the Belleville City Railway Company for leave to cross with its track the track of the Louisville, Evansville & St. Louis Consolidated Railroad at grade at a point near the most northeasterly corner of Lot No. 106, in the third subdivision of Cohokia commons in said St. Clair county and State of Illinois, at an angle of about 42 degrees, the center point of crossing being about 1,373 feet south, 41 degrees west from center point of crossing of the St. Louis, Alton & Terre Haute Railroad Company with the said Louisville, Evansville & St. Louis Consolidated Railroad Company in the city of East St. Louis.

A crossing at the point proposed is resisted upon the ground:

First—"That the proposed crossing will unnecessarily impede and endanger existing travel and transportation more than would a like crossing at the present intersection of the Mobile & Ohio and the East St. Louis & Carondelet (Conlogue) Railroad.

Second—"That the statute of 1889 takes away the right of the newcomer or petitioner to choose its place of crossing, and gives the right to the Railroad and Warehouse Commission to prescribe the place where and the manner in which the crossing shall be made.

As to the first objection, we do not believe it well taken. This part of respondent's road which the petitioner seeks to cross is not used for passenger service at all, but only for freight traffic, therefore it may be said that there is no travel over it. Taking the two words used in the statute, "travel" and "transportation," and construing them together we think a fair construction of them would mean "passengers being transported." There being no travel transported over this particular part of line, then there could be no danger to travel from the crossing asked for by petitioner.

But admit, for the purpose of this case, that this part of respondent's line is used for the transportation of passengers, as well as freight, and that numerous trains are operated over it daily, from either side of this proposed crossing, would there not be less danger at the proposed crossing than there would be to intersect respondent's road at its intersection with the M. & O. and Conlogue Railroad, where there are eighteen regu-

lar trains of the M. & O. that pass over this crossing daily in addition to the almost innumerable trains of the Conlogue?

We cannot comprehend how there would be less danger in crossing one track over which is operated fourteen regular trains than there would be in crossing three tracks over which is operated the same fourteen trains and eighteen additional trains, together with numerous trains, the exact number of which we are not advised, but which it is admitted do pass over this crossing.

In the first instance these fourteen trains are only freight trains and do not carry passengers, while in the latter, six of the eighteen are passenger trains. Wherefore we do not consider this objection tenable or well taken.

As to the second objection, "That the statute of 1889 takes away the right of the petitioner to select or choose its place of crossing and give the right to the Railroad and Warehouse Commission to prescribe the place and manner of crossing," we are inclined to the opinion, in the absence of any judicial construction of this statute, that this position is well taken. All the cases cited by counsel on either side were rendered prior to the statute of 1889 and are only authority in this case by analogy, and aids the commission but little in the construction of this statute.

There is no controversy here as to the rights of petitioner to cross the track or respondent, but it is most seriously contended by counsel for respondent that it is the duty of the commission to prescribe a place of crossing other than the one proposed by petitioner. That the same results can be obtained by the petitioner by crossing the track either at the intersection of the Mobile & Ohio and Conlogue with respondent's road, a distance of about 1,256 feet southwest of proposed crossing, or to remove the crossing 1,373 feet northeast of the proposed crossing to the intersection of the respondent.

The crossing of respondent's road and the M. & O. and Conlogue roads is the head of the switching yards of respondent's road and the point where respondents do the greater part or their switching and the making up of their freight trains. To locate the crossing of petitioner at this point would very largely increase the danger both to "travel and transportation," and subject each of the roads at this point to the greater inconvenience and delay in handling the business of their respective lines.

It has also been urged that petitioner could cross the line of respondent at its intersection with the St. L., A. & T. H. R. R., a distance of about 1,373 feet northeast of proposed crossing: to do this would require the petitioner to relocate that part of its line from lot 263, using the Cahokia road, which is a public highway, to the corner of lot 295; thence diagonally across the race track to the northeast corner thereof where it would intersect the crossing of the St. L., A. & T. H. R. R. and respondent's line. This would, to say the least, be impracticable for many reasons. First, the right of way along the Cahokia road and across the race track would have to be obtained, which would cost a large sum of money, and doubtless involve the petitioner in long continued litigation, which would delay the completion of its road.

Second. The right of way of petitioner already obtained northwest of lot 263, and upon which petitioner has constructed its embankment, would have to be abandoned and all the cost of construction be thrown away.

Third. The crossing of these two roads, the St. L., A. & T. H. R. R. and the respondent would be met with just as persistent opposition as at the proposed crossing.

Fourth—If the permission to cross should be obtained at this point, there is no way that petitioner could make its connection with the Conlogue or Wiggins Ferry Lines except to use the tracks of the St. L., A. & T. H. R. R. Co., which would impose additional burdens in the way of rentals or trackage—or they would be compelled to condemn a right of way over lots upon which are already built business houses, residences, etc., and which would, in a thriving, growing, prosperous and populous city like East St. Louis cost a fabulous sum of money.

The St. L., A. & T. H. R. R. operates over this crossing daily eighteen regular trains, six of which are passenger trains. Add to this fourteen freight trains of respondent, which are also operated over this crossing, and we have a total of thirty-two trains, and if we should thrust a third crossing in at this point it would most seriously interfere with the traffic of these lines and very greatly enhance the danger to travel.

In the final argument of this case, counsel for respondent insisted that if the petitioner should be granted the permission to cross the track of the respondent at its proposed crossing, then the Commission should provide in its order that it protect its crossing with proper interlocking devices. If the respondent operated regular passenger trains over this particular part of their line, the Commission would not hesitate to order the crossing interlocked, but as they do not do so, and inasmuch as it is stated by counsel for petitioner that its road is purely a freight road, we do not see the necessity at this time to ask the petitioner to incur this expense. There are so many crossings in the State over which are operated a large number of passenger trains daily, and which are more dangerous than the proposed crossing, that are not protected by interlocks, that we do not feel that we should say to this petitioner that before you are allowed to cross respondent's road you shall interlock your crossing. If at any time in the future the business of petitioner and respondent on this line should grow to that extent that either or both should do a regular passenger business, then the Commission can and doubtless will order the crossing interlocked, but at present we do not deem it proper to do so.

The fact that petitioner has graded its road up to the right of way on either side of respondent's road is not a sufficient reason in itself for granting the prayer of petitioner—in fact it is not a good practice in cases of this character to proceed so far with the work of grading until an order from the Commission prescribing the place and manner of crossing shall have first been obtained.

After a careful examination of the conditions at and surrounding the proposed crossing, we are of the opinion that a more practicable and less dangerous crossing of respondent's line could not be found than the one asked for by petitioner, and to change it to either of the points suggested by the respondents would impose additional and heavy burdens of expense upon the petitioner; and unless to do so would render the crossing less dangerous, and would less impede the business of respondent's road, then we should not make this change—therefore the prayer of the petition is granted.

ORDER OF THE COMMISSION.

It is therefore decided and ordered that petitioner have leave to cross with its tracks the tracks of respondent's road at grade at the point proposed by it, being thirteen hundred and seventy-three (1,373) feet from the center of the track of the St. Louis, Alton & Terre Haute Railroad where the same crosses the line of the respondent in the city of East St. Louis, in the county of St. Clair, and twelve hundred and fifty-six (1,256) feet from the center of the crossing of the Mobile & Ohio Railroad with the tracks of the respondent in said city, the right of way for such crossing being first obtained under the laws of Illinois relating to eminent domain. The right to present petition for rehearing is expressly reserved: Provided, same shall be filed with the Secretary of the Commission within five days from this date, and provided further, that counsel for petitioner shall be furnished with copy of petition within said time.

(Signed.) W. S. CANTRELL, *Chairman.*

Attest:

J. W. YANTIS, *Secretary.*

On April 30, a petition for rehearing was filed with Commission which was heard before the Commission on May 28, 1894, and the following opinion rendered by W. S. Cantrell, Chairman:

"The causes assigned for the rehearing in this case were presented on the argument of the answer to the original petition for leave to cross. No new questions have been raised on the argument of this petition by counsel on either side; it is simply an attempt to "Thresh the old straw over again," and while we admire the zeal, energy and persistency and the very able manner in which counsel has presented the case for the respondent, yet we do not feel that the facts warrant us in granting a rehearing in this case.

The rehearing is therefore denied."

It is further ordered by the Commission that this case stand continued for such further order or orders as the Commission may deem proper to make when occasion should require, with reference to an interlock at said crossing.

(Signed.) W. S. CANTRELL, *Chairman.*

CHICAGO, PADUCAH & MEMPHIS RAILROAD COMPANY, *Petitioner,*

vs.

LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY, *Respondent.*

LEAVE TO CROSS AT MT. VERNON.

This petition was filed with the Commission on Nov. 7, 1894, and came up for hearing at Springfield on Dec. 19, 1894.

Both companies were ably represented by learned counsel, and after hearing the evidence, the matter was taken under advisement by the Board, and resulted in the following order being made by them under date of January 8, 1895:

CHICAGO, PADUCAH & MEMPHIS RAILROAD COMPANY, vs. THE LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY.	*Petition for leave to cross.*

ORDER OF THE COMMISSION.

It is ordered by the Commission that the petitioner, the Chicago, Paducah & Memphis Railroad Company, have leave to cross with its track at grade the track of the respondent, the Louisville, Evansville & St. Louis Consolidated Railroad Company, at the place and in the manner specified in the petition and map accompanying same, on file in this cause. Right of way for such crossing being first obtained under the laws of Illinois relating to eminent domain.

It is further ordered, that the crossing of tracks to be thus formed, be protected by a system of interlocking signals and switches, to be agreed upon by the parties with this Commission's approval, if the parties are able to agree. The cost of construction and the expense of maintenance of which device shall be paid for by the Chicago, Paducah & Memphis Railroad Company as provided by statute; and it is further ordered by the Commission, that of the cost of the operation of such interlocking device the said Chicago, Paducah & Memphis Railroad Company shall pay two-thirds and the said Louisville, Evansville & St. Louis Consolidated Railroad Company shall pay one-third.

And inasmuch as the statute only directs the Railroad and Warehouse Commission to prescribe by order a plan of the interlocking in case the

parties are unable to agree, therefore it is ordered that this petition be further held under consideration by the Commission pending the efforts of petitioner and respondent to agree upon a plan of interlocking.

Adopted Jan. 8, A. D. 1895.

(Signed.)

W. S. CANTRELL,
C. F. LAPE,
THOS. GAHAN,
Commissioners.

Attest:
J. W. YANTIS, *Secretary.*

INTERLOCKING.

CENTRALIA & CHESTER RAILROAD COMPANY, *Petitioner*,

vs.

LOUISVILLE & NASHVILLE RAILROAD COMPANY, *Respondent*.

PROTECTION OF CROSSING—NASHVILLE, ILL.

Under date of June 25, 1892, it was ordered by the Board of Railroad and Warehouse Commissioners, upon further consideration of the petition of the Centralia & Chester R. R. Company for leave to cross the tracks of the Louisville & Nashville R. R. Company, that the petitioner, the Centralia & Chester Railroad Company, shall pay the first cost of the construction and the putting up of an interlocking device, and also the expense of maintaining the same in good order, condition and repair. But the question of apportioning the expense of the operation of said plant was reserved until such time as the device to be used shall have been agreed upon by the parties, or, in case of their failure to agree, prescribed by the Commission. Inasmuch as under the statutes the companies are permitted to agree upon a plan of interlocking, provided they can do so, it was ordered that this case be held under consideration by the Commission, pending the efforts of the parties to agree upon a plan.

On the 14th day of June, 1893, came the parties in the above cause, by their respective solicitors, and it appearing to the Commission that the parties in interest had been wholly unable to agree upon the kind of interlocking system or device to be used at the point where the Centralia & Chester R. R. Company crosses the Louisville & Nashville, and it further appeared to the Commission that it is not probable that said parties will be able to agree upon said interlocking system or device for protecting said crossing, and that both parties are desirous that the Commission itself shall order and determine the kind of interlocking system or device to be used in the protection of said crossing, and the said parties having signed an instrument in order that said Commission could at once take action as to the kind of interlocking system or device that should be used for the protection of said crossing.

Whereupon the Commission instructed their consulting engineer to view the crossing, and prepare plans for an interlocking device for the protection of said crossing. Plans were prepared by the consulting engineers, approved by the Commission, and forwarded to the railroad companies in interest. The general plan of the device approved being as economical as practicable, having due consideration for the statutes and the requirements of the Board bearing upon this subject.

In the early part of April, 1894, information reached the Commission that the order of the Board directing the construction of an interlocking plant at this point was not being complied with. Investigation was made as to the facts in the case, and finding that the order was being disregarded, the Commission on May 28, 1894, directed the following order issued to the Centralia and Chester Railroad Company:

To the Centralia & Chester R. R. Co.:

On the 18th day of March, 1892, in the matter of the petition of the Centralia & Chester Railroad Company for leave to cross the track of the Louisville & Nashville Railroad Company, at Nashville, Illinois, an order was made by the Railroad and Warehouse Commission granting the prayer of your petition.

Afterwards, to-wit, on the 21st day of June, 1892, a further order was made by the Commission requiring you, the said Centralia & Chester Railroad Company, to protect said crossing by a system of interlocking.

It has been made known to us that you have not complied with said order above referred to, and the said Louisville & Nashville Railroad Company are very much inconvenienced and their trains unnecessarily delayed by reason thereof.

Therefore, you, the said Centralia & Chester Railroad Company, will please take notice, that if you do not commence in good faith by June 15, 1894, to put in and complete (as soon as it can reasonably be done) a good and sufficient interlocking device according to the plans which have been heretofore submitted to and approved by this Commission, we shall direct the Attorney General to proceed against you for the penalty provided for in Section 211 of Chapter 114, R. S. of Illinois.

(Signed.) W. S. CANTRELL, *Chairman.*

Attest:

J. W. YANTIS, *Secretary.*

August 22, 1894, report was received from the Consulting Engineers of the Board, Messrs. R. P. Morgan & Son, approving the interlocking device (which had been put in as directed) and August 29, 1894, permit for the same was issued by the Secretary.

REPAIRS TO ROADWAY.

LITCHFIELD, CARROLLTON & WESTERN RAILROAD COMPANY.

On the 16th of October, the Commission accompanied by the Consulting Engineer, made an examination of the physical condition of the Litchfield, Carrollton & Western Railroad.

It was found that many of the bridges were badly in need of repair and that the cross ties were in very poor condition, also twelve miles of iron rails were in need of renewal. Thereupon the Commission issued the following recommendation with supplementary statement from Commissioner Lape:

SPRINGFIELD, ILL., October 17, 1894.

C. H. BOSWORTH, ESQ., *Receiver L. C. & W. R. R. Co., City.*

DEAR SIR:—On the 15th inst., the Railroad and Warehouse Commission, accompanied by their engineer, made an examination of the Litchfield, Carrollton & Western R. R. For your information as receiver of this property, the Board hereby calls your attention to and recommends the following improvements in the physical of this line from Barnett to Columbiana.

First—All bridges, with the exception of eight or ten on the west end of line, should be filled in where the same is practicable, and the remainder should be renewed.

Second—The twelve miles between Greenfield and Carrollton should be relaid with suitable steel rails.

Third—There should be 1,000 new cross ties per mile placed in the track over entire line.

These recommendations we deem of the utmost importance, and respectfully suggest that they be complied with without delay.

Yours very truly,

(Signed.) W. S. CANTRELL, *Chairman.*
C. F. LAPE, *Commissioner.*
J. W. YANTIS, *Secretary.*

(Copy.)

Hon. J. Allen and C. H. Bosworth,

GENTLEMEN:—In addition to the report on inspection of the Litchfield, Carrollton & Western Railroad (mailed to you from Shelbyville, Ill.,) I wish to add the following:

One caboose in dangerous condition.

Two engines needing repairs. Would recommend the purchase of a third engine.

Two coaches and one baggage car needing repairs and painting.

Would recommend the building of a three-stall round-house.

Two new water tanks needed.

Cattle guards in bad condition, as also are the county and private road crossings.

Several station stops made at points where there is no station building or platform.

Present depots need repairs and painting to put them in good sanitary condition.

Fencing along right of way in poor condition.

This in connection with the report sent you by the Commission will give you a fair idea of the condition of the property of the Litchfield, Carrollton & Western Railroad Company, and the needed improvements thereon.

Yours very truly,

(Signed.) C. F. LAPE.

It has come to the notice of the Commission that considerable progress has already been made in making the repairs recommended and that the work of completing them is being prosecuted with reasonable vigor.

MISCELLANEOUS.

On January 87, 1895, the Commission sent the following letter to the Chicago Board of Trade passing upon certain questions submitted by them with reference to the storage of grain in the Chicago elevators.

SPRINGFIELD, ILL., January 17, 1895.

Jno. Hill. Jr., Board of Trade, Chicago:

MY DEAR SIR:—My attention has been called by the Governor to your favor of 11th inst. to him enclosing copy of your letter to me of July 1, 1894, and my reply to same dated July 21, 1894. The questions upon which you desire my opinion are most important ones, and I shall answer them as I understand the law.

First—"Has the Board of Trade as an organization the right to examine wheat in the Chicago elevators?"

Answer—There is no common law or statutory authority giving it such right. Section 150, Chapter 114, R. S. 1893, provides that all persons, owning property or who may be interested in the same in any public warehouse, and all duly authorized inspectors of such property, shall have the right to examine any and all property stored in any public warehouse, but this section cannot be construed so as to give the Board of Trade the right.

The section just quotedis the only provision upon this subject, and the Supreme or Appellate courts have never passed upon the question, therefore I am left to place my own construction upon the language employed in this section.

Second—"Have the warehousemen the right to handle their own grain through their own houses with the grain of their customers?"

Answer—At common law a warehouseman exercised a mere private employment, but under our statute he becomes a quasi-public officer; before transacting any business in his warehouse, he is required to obtain a license from the proper authority and to give bond for the faithful discharge of his duties. This becomes necessary because he is dealing with the public, in his quasi-official character, and that the public may be protected from loss from any cause.

He is allowed to charge the public for the use of his warehouse; he must publish each year in one or more newspapers a table or schedule of rates charged by him for the storage of grain in his warehouse, which cannot be increased during the year; he shall not mix grain of different grades together, or select different qualities of the same grade for the purpose of storing the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession, or custody, with a view of securing any profit to himself or any other person.

He shall not discriminate between persons desiring to avail themselves of warehouse facilities, but he shall receive for storage any grain that may be tendered him, in the usual manner in which warehouses are accustomed to receive the same. He is required to issue a warehouse receipt to parties storing grain, which receipt is, as the Supreme Court has

held, is a contract of bailment, the warehouseman thereby becoming the mere bailee, or custodian, for the owner. Continuing, the court says, "The fact that the warehouse is a public warehouse is of itself notice to the world that the grain therein stored is held not for the warehouseman, but for others.

The warehouse act was passed in 1871, immediately after the adoption of the new constitution, and was, to use the language of Chief Justice Breese in the case of Munn v. The People, "to protect producers and shippers against exorbitant charges on the part of warehousemen, against unjust discrimination and against all species of fraud which the warehouseman might be guilty of."

The statute requiring warehousemen to *receive* grain for storage does not mean that he shall receive his own grain from himself, but the definition of the word receive means the act of taking. From whom? From one's self? Certainly not, but from a third person: therefore the construction of this word receive, in my opinion, can only mean that article or thing taken from a third person.

While the statute permits the warehouseman to mix the grain of the same grade and of different owners, in my opinion, the proper construction of this statute is that it applies only to the grain of third parties and not to his own grain. If a warehouseman desires to handle his own grain, he can do so without taking out a license or giving bond, but when he elects to become a public warehouseman, he can only handle the grain of the public.

As to your last question submitted by Mr. Coon, will say that the Grain Department has from its organization inspected grain for all persons calling for inspection. There is no statute requiring the department to do so, neither is there any statute prohibiting it. It seems to be an unwritten law, which by long established custom has become the law of the department. Yours very truly,

W. S. Cantrell, *Chairman.*

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